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CONTENTS

THE WEEK

The "Immunity Bath" 719
Clinging to the Spoils 719
Private Interests or Public Justice? 720
An Insult to the Nation 721
Rapid Transit in Philadelphia 721
The Labor Leaders and the President 722
The Coal Situation 723
The Western Federation of Miners 724
Are "Chattels" Free Men? 725
In France 726
The Wretched Muzhik 727
A Bit of History 727
The Smith Professorship 728
Mrs. Whitney 728

EDITORIALS

The Philippine Crisis 729
What Can Be Done 730
A Sign of American Idealism 733
For Public Safety 734
A Lenten Meditation 736
The Spectator 737

CONTRIBUTED ARTICLES

China in Transition: Soochow, Hangchow, and the Grand Canal 739
By George Kennan

The American Teacher in the Philippines 745
By James A. Le Roy

Chicago's Struggle for Freedom from Traction Rule 748
By George C. Sikes

The Children's Plea 753
By Jacob A. Riis

BOOKS AND AUTHORS

A Group of Novels 756
The Menace of Privilege (Henry George, Jr.) 760
Comment on Current Books 761

LETTERS TO THE OUTLOOK 765

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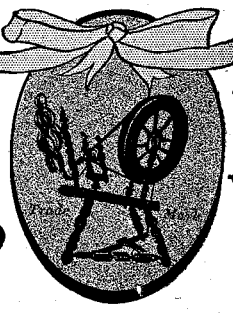

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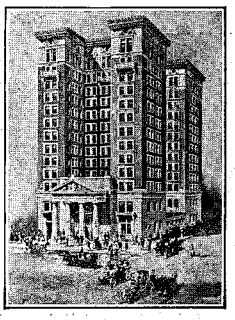

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The Outlook

SATURDAY, MARCH 31, 1906

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The "Immunity Bath"

The beef-packers indicted under the Sherman Anti-Trust Law, charged with a conspiracy in restraint of trade, were declared by Judge Humphrey, of the United States District Court in Chicago, last week, immune against prosecution. The history of the case may thus be epitomized: In order to obtain information for further perfecting the law concerning corporations, Congress empowered the Department of Commerce and Labor to make investigations into corporation management. In accordance with this authorization, the Bureau of Corporations in the Department of Commerce and Labor examined certain packers. Later the Department of Justice had these packers indicted. The packers claimed immunity under the law. Judge Humphrey's decision, which was rendered orally, was in their favor. A man's constitutional right to refuse to incriminate himself can be altered only by the substitution of an equivalent or a broader right. This substitution has been made by statute to the effect that a a man who testifies against himself under compulsion cannot be prosecuted. Judge Humphrey holds that, in order to provide immunity, his testimony does not need to be self-incriminating; it need only be evidence "concerning the matter covered by the indictment." In this respect the decision is not a statement of common law, but an interpretation of the statute. Judge Humphrey, moreover, decided that, although the testimony given to the Bureau of Corporations was not under oath or under compulsion of subpœna, it was in effect legal in character and involuntary. Although the officials are exempt, the corporations are, of course, as Judge Humphrey pointed out, amenable to prosecution. If Judge Humphrey's interpretation stands, it appears to us that the statute needs modification. It certainly seems anomalous that a man guilty of conspiracy in restraint of trade can go before a Government official in response to the requirements of a statute, offer testimony which does not reveal his criminal action, and thereupon become invulnerable against the weapons of justice. As Attorney-General Moody said, this is equivalent to supplying corporation magnates with a legal Carlsbad where they can in comfort cleanse themselves periodically of their misdoings—a sort of "immunity bath." If the Supreme Court has denied to corporation officials the right to set up the privileges of a corporation, this decision seems to give them more than ample privileges on their own account.

❀

Clinging to the Spoils

When has a popular convention at Washington, influencing some measure before Congress, been immediately followed by Congressional action? Yet such action followed the National Consular Reform Association's appeal a fortnight ago to the House of Representatives to pass the Consular Bill. Last week the bill was passed, minus the clause authorizing the transference of consular officers in the same grade from one place to another according to the needs of the service. This provision is regarded as so important by most members of the Consular Reform Association and by many legislators who voted for it in the Senate that they are trying to have it reincorporated. The Senate and House conferees are Senators Lodge, Cullum, and Hale, Representatives Adams, Denby, and Towne; we earnestly hope that they will agree to support the clause. The opposition to it in the House comes, first, from Congressmen who want to retain certain particular consuls in certain particular

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"fat offices." If we may not have the admirable direct promotion clause (struck out by the Senate and largely for the same reason), the efficiency of the service demands at least a provision for transference, to enable in some slight degree the State Department and the President to reward merit and to take advantage of the power to transfer in one grade, at times perhaps getting the right man in the right place. Secondly, the opposition is caused by a civil service feature in the clause. Congressmen apparently see in it the thin edge of the wedge; what if Civil Service Reform were extended to the whole consular service! Hence, by their action, Congressmen would indicate that they still think more of personal and selfish interests than of the National and broad interests affected by the civil service feature which provides that

> No consul-general or consul shall be transferred to a country in which the United States exercises extraterritorial jurisdiction until he shall have passed an examination in the fundamental principles of the common law, the rules of evidence, and the trial of civil and criminal cases.

The principal country in which we exercise extraterritorial jurisdiction is China. While the general quality of our consuls there is gratifyingly improving, there is still room for improvement. In order to attain it we need somewhat to change our own attitude of mind. We need to consider solely the reputation *in China* as to the character, ability, and judicial-mindedness of our representatives there, and not their personal attractiveness or their political influence here. Acting upon this, our consular standard will in general be still further raised, and, in particular, we will have done much towards bringing about a friendlier feeling towards us among a people whom we have wronged. This, among other desirable results, is what the final phrase in the offending clause would accomplish.

Private Interests or Public Justice?

Not a few protectionists have joined in the effort to have the Philippine Tariff Bill called back for action in the Senate from the committee which, as already stated in The Outlook, has refused to report at all on the measure, thus obstructing an obviously right and fair-minded method of commercial relief to the Filipinos. This bill provides, as our readers will remember, that sugar and tobacco may be imported from the Philippines into the United States at one-quarter of the Dingley tariff until 1909, after which time those products are to come in free of tax. Notable among the protests against the present policy of repression is a letter sent to the two Senators from Connecticut signed by seventeen of the most prominent business men of that State, all Republicans and all protectionists. They declare that a vote against the bill would "misrepresent the overwhelming Republican sentiment in Connecticut." The names signed to this letter and the manufacturing interests represented give it weight and show that it fairly represents hundreds of other practical men of the same party affiliation and economic belief. The Hartford "Courant," a stanch and able supporter of the policy of protection, says, in commenting on the letter: "It is mighty refreshing to have strong men of unimpeachable character and purpose speak out in this vigorous way. We have every reason to believe that they speak the sentiments of the great majority of the people of the State in their appeal, and we venture to hope that they do not appeal in vain." Even the tobacco interests, as a Connecticut Congressman, Mr. Hill, has shown, are not unanimous in holding that the bill is an injury to them, and it is hardly to be believed that the production of 600,000,000 pounds of tobacco in this country is likely to suffer from the possible importation of some part of the 19,000,000 pounds of Philippine production, while as to sugar the price will continue to be fixed by the importations which pay the full duty. Senator Brandegee attempts to justify his hostility to the bill by asserting that American labor would by its enactment be brought into competition with Asiatic labor. The answer is simple: We have brought the Filipinos under American rule, and while they continue to be American subjects their interests must be guarded and they must have a fair chance for improvement and

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prosperity. Senator Brandegee declares that he cannot see "any moral question or any question of good faith involved," but a large part of his own constituents and of the people of the United States have no difficulty in seeing that such a question exists and is of paramount importance. If the Connecticut Senators were elected by the people of their State directly, they would not place the desire of some of the rural members of the Legislature chosen on an antiquated plan of misrepresentation to outweigh the sentiment of the State at large as indicated by the press and by such remonstrances as that quoted above.

❀

An Insult to the Nation

What promised at first to be a triumph of orderly procedure over mob violence was turned suddenly last week into defiance of the most august tribunal of the Nation. A negro in Tennessee was a few weeks ago charged with the crime which has often been regarded as the only excuse for lynching. Before and during his trial great care was taken to keep him from bodily harm at the hands of lawless men. The negro churches of the vicinity passed resolutions condemning the crime for which he was charged and calling upon the race to regard all those who commit the crime as insufferable. The accused negro was defended by reputable white lawyers. He was identified by the victim as the real criminal. The jury brought in a verdict of guilty and the prisoner was sentenced to be hanged. Then occurred a proceeding which, to say the least, was unfortunate. The counsel for the condemned man, after consultation with the representatives of the State, decided not to appeal the case. The ground on which their decision was placed was hardly creditable; it was, namely, that any further trial of the case would arouse the lynching spirit and that therefore the condemned man should waive his right to an appeal and go to his death. The Outlook has long held that appeals in criminal cases are too frequent and easy in this country; but it does not require any great intelligence to discern the peril in abandoning even a faulty judicial method out of fear of the lawless and the violent. This fear has now brought its natural consequences. People of his own race engaged on behalf of the prisoner other counsel and appealed his case. The United States Supreme Court granted the appeal, which was equivalent also to a stay of execution. Thereupon the violence which had been anticipated, and we cannot help but feel involuntarily encouraged, by lawyers engaged in the case, broke out. The prisoner, insufficiently guarded, was taken, by an apparently well-organized though small body of men, and killed. The lynching mob thus at last has not merely defied the State, but has affronted the dignity of the whole Nation by its insult to the United States Supreme Court. Happily, this excessive and peculiarly uncontrolled exhibition of a deliberate lynching spirit comes at a period when lynching is rapidly decreasing. This incident ought to serve as a stimulant to that public reprehension of lynching which is apparently leading to the extinction of this particularly uncivilized form of crime. We hope that it can be found that the Supreme Court has the power to take some action with regard to this lynching, which was really if not legally an act of contempt for its own decision.

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Rapid Transit in Philadelphia

In his settlement of the rapid transit problem in Philadelphia Mayor Weaver has just consummated what to many seems to be the most notable achievement of his already notable administration. Our readers will recall that in 1901 the "midnight acts," as they were called because of their signature by Governor Stone at midnight of the day they were passed by the Legislature, and in the presence of Senators Quay, Penrose, and the big and little bosses of the principal cities of the State, enabled the Council of Philadelphia to give away without any consideration to favored corporations immensely valuable franchises over, under, and on the streets of Philadelphia, notwithstanding Mr. John Wanamaker's cash offer of $2,500,000 for them, in addition to other substantial guarantees in the public

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[redacted] Philadelphia Traction Company, and the promised competition which was the one excuse offered in their behalf made impossible. The Philadelphia Rapid Transit Company was created to take over the old and new franchises. It has thus far sought to exercise its right under only one of the ordinances, that providing for the subway on Market Street, but this dog-in-the-manger policy has prevented real competition and has resulted in delaying the solution of the rapid transit problem in the city. A few weeks ago a new corporation known as the Philadelphia and Western Railroad offered to provide this competition in the form of elevated and subway structures, and at a time when the Rapid Transit Company needed an extension of time for the completion of its subway. The Mayor seized the opportunity to force a settlement of the whole question, and this has just been completed in a way that is satisfactory alike to the merchants who were anxious for the completion of the Market Street subway because of the improved facilities that it would provide, and to the citizens who were anxious to have competition and a satisfactory general solution of the vexed problem of adequate transportation facilities. As the "North American" pointed out in a commendatory editorial, "the Mayor played a weak hand with consummate skill," and has compelled the Philadelphia Rapid Transit Company to surrender many of its stolen franchises, thus clearing the way for the Philadelphia and Western Railroad, and removing the danger of disfiguring tracks on the city's principal thoroughfare, Broad Street. Moreover, the Rapid Transit Company has agreed to pay $400,000 to be applied upon the cost of removing certain grade crossings of the Reading Railroad. On the other hand, it has agreed to complete within three years a number of other subways, and an elevated railway from the river front and South Street to Frankford, an important northeastern suburb. The Philadelphia and Western Railroad receives the franchises it asked for, thus

increase in transportation facilities and substantial competition to the existing company along a considerable portion of its route. The "North American" describes the situation as the "dawning of a new day," claiming that less than a year ago Philadelphia was apparently "helpless in the grasp of three great monopolies—the political monopoly of the Republican organization, the public highway monopoly of the Rapid Transit Company, and the steam railroad monopoly of the Pennsylvania Railroad Company. The first has been broken, overturned, and destroyed, the second is as good as broken," and it declares that the third is shortly to be disrupted. For years the Pennsylvania Railroad has been the dominating political factor in Philadelphia and Pennsylvania politics, and has been able either to prevent its competitors from entering the city, or has greatly delayed the execution of their plans, or has dictated the terms upon which they could enter. As it now controls both the Baltimore and Ohio Railroad and the Reading Railroad through stock ownership, there is practically but one railway interest in Philadelphia. If, as is supposed and stated, the proposed road is a part of the Gould system, then the "North American's" prophecy is likely to come true. There has been great rejoicing in Philadelphia over the Mayor's victory, not only because of the substantial results which will accrue, but because it marks the beginning of real rapid transit in the city and because it represents so complete a change from old methods.

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The Remonstrance of the Labor Leaders

A hundred leaders of organized wage-earners, including Mr. Samuel Gompers, President of the American Federation of Labor, called upon the President last week and laid before him a remonstrance. They complained on behalf of organized labor that a recent enactment would nullify the eight-hour law in its application to the work on the Panama Canal; that bills now before Congress would reverse the American policy with regard to Chinese exclusion, and would endanger the free-

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dom of American seamen; that insufficient Government supervision has made possible unskilled crews on vessels in American waters, with a consequent terrible loss of life; that the present anti-trust laws have been perverted to the violation of the rights of labor; that the Committee on Labor in the House of Representatives is so organized that it ignores the requests of organized labor and is hostile to its interests; and that in the matter of immigration, of Chinese exclusion, of injunctions, and of the redress of the grievances of Government employees, the Executive department has disregarded the interests of the wage-earners. An identical memorial was presented to each House of Congress through its presiding officer. The remonstrance closed with this warning: "If perchance you may not heed us, we shall appeal to the conscience and support of our fellow-citizens."

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The President's Reply

In spite of this misdirected appeal to fear of political influence, the labor leaders received from the President a reply which was by no means unsympathetic. It abounded, however, in plain speech. Mr. Roosevelt pointed out that, in the four and a half years he had been President, the Government, as it had happened, had invoked the right of injunction many times against capitalists, but not once, so far as he remembered, against a combination of laborers. "But understand me, gentlemen," he added; "if I ever thought it necessary, if I thought a combination of laborers were doing wrong, I would apply for an injunction against them just as quick as against so many capitalists." Naturally, capitalists, as capitalists, are against the anti-injunction bill; and legislators have criticised it as going too far; if the labor leaders thought it did not go far enough, the President assured them, they would "have no earthly difficulty in killing the bill." We hope Mr. Gompers and his associates saw the humor of the position into which they might thus put themselves. The President frankly expressed his belief in the eight-hour law for the United States, but as clearly expressed his belief in its impracticability for Panama. Similarly, he affirmed his belief in the exclusion of Chinese coolies; but he added that he would do everything in his power to make it easy and desirable for the Chinese of the business and professional classes, the Chinese travelers and students, to come here, and to secure their good treatment when they come. As good citizens, indeed, he said his hearers ought to uphold this course. "No laboring man," he said, "has anything whatever to fear from that policy, and no man can say with sincerity that on this or indeed on any other point has he any excuse for misunderstanding my policy." In stating the principles by which he is guided with regard to immigration, he stated the more fundamental principle by which he is guided as the Chief Executive of a self-governing Nation: "This is needed first in the interests of the laboring man, but furthermore in the interests of all of us as American citizens. For, gentlemen, the bonds that unite all good American citizens are stronger by far than the differences, which I think you accentuate altogether too much, between the men who do one kind of labor and the men who do another." We believe that wage-earners, like other citizens, will value this frankness. Some public men are now ready to deny justice to the Philippines out of regard for the power of a set of special corporate interests; other public men are ready to continue our humiliating treatment of Chinese out of regard for the power of a set of special labor interests. At such a time the country cannot be too grateful to public men who openly acknowledge that they are guided only by what they believe to be the interest and honor of the whole people.

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The Labor Situation in the Coal Industry

The negotiations between the soft-coal operators and mine workers looking toward a compromise of their differences as to the wages to prevail in that industry following April 1 continue at this writing in an unsatisfactory state. The conventions of both operators and mine workers in session at Indianapolis the past ten

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days have been unable to reach an agreement, and the prospect now is that the amicable settlement of the differences forecast in President Mitchell's address to the special convention of the United Mine Workers of America will not be attained. In this address he expressed hope of re-establishing relations with the operators "upon a basis which will be just to them, reasonably satisfactory to the great constituency we represent, and at the same time properly considerate of the welfare of the entire country, whose interests cannot be disregarded with impunity by any class of citizens, regardless of its strength or influence." After detailing the principal events in the negotiations for a compromise of their differences with the operators, including the part taken by President Roosevelt, the address of the President of the United Mine Workers stated as a result that the officials of the union "came to believe that there had been such changes in the coal trade, or at least in the attitude of many operators, as to justify the hope that there was a possibility of reaching an agreement, provided the joint conventions were reconvened." But upon the Inter-State Joint Conference being called together again, differences of opinion as to the policy to be pursued split the operators into two antagonistic factions. One of these was led by Mr. Francis L. Robbins, of the Pittsburg Coal Company, who favored a restoration of the five and one-half per cent. wage reduction of 1904, while the other faction opposed granting any concessions whatsoever to the mine workers. This dissension among the operators overshadowed the entire proceedings of the Inter-State Joint Conference, while the differences among the mine workers, which at one time threatened seriously to disrupt the miners' organization, were kept in the background if not settled by the tact and genius of the miners' National president. The critical condition in which the negotiations in the anthracite industry were left by the sweeping refusal of the hard-coal-carrying railroad presidents to grant any of the demands of the miners' committee has been slightly relieved by a renewal of correspondence between President Baer and President Mitchell. In this, assurances are given the public that at least one more meeting of the committees of the anthracite operators and mine workers will be held in an effort to arrive at a satisfactory settlement. But as the award of the Anthracite Coal Strike Commission expires on Saturday of this week, it is probable that some action will be taken by the two parties in interest to continue their present friendly relations until the committees can come to some understanding as to the future conditions of employment and wages. At this writing the situation in both the bituminous and anthracite coal industries of the country as regards the future operation of the mines by the members of the United Mine Workers of America is in a most unsettled state. In the meantime the officials of the United Mine Workers are planning another convention of the anthracite mine employees, to which will be submitted a full report of the work of the committee appointed by the Shamokin convention of last December to carry on the negotiations with the operators.

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The Western Federation of Miners

The arrest of the President and Secretary of the Western Miners' Federation on the charge of having been concerned in the murder of the late Governor Steuenberg, of Idaho, was lately reported in The Outlook. In view of the fact that this miners' labor union is charged with having connived in the murder of some thirty men, it is of interest to know that men who are officers and leaders in that union describe its purposes and principles as in some points far more liberal than the labor unions in the East. A correspondent of The Outlook recently had an interview with three of the officers of the Western Federation of Miners, whom he describes as but lately engaged in drilling underground but now called to Denver to manage the affairs of 50,000 union members during the absence of President Moyer and Secretary Haywood. He found them to be theoretical Socialists. In response to his question as to why they were unusually liberal in opening the union to

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any applicants, one of them said: "We don't believe that we ought ever to erect any barriers between one workingman and another workingman. The workingman who is excluded from the unions is the man who in the long run will break the unions up. So we take in everybody. We enroll the man who does the mining, and the man who does the shoveling, and the man who runs the engines, and the man who does the common labor, and the man who drives the teams, and everybody who does anything in or around a mine. And we keep the wages of the unskilled man as close to the wages of the skilled man as possible. Where the skilled man is getting three and a half a day, we like to see the unskilled man get about three." And in reply to the suggestion that a greater distinction than this would give the unskilled man a greater incentive to become skilled, the same union officer said: "That is one way of looking at it. You want the men to compete with each other harder. We believe that modern life makes us compete enough anyhow, and we want to see the unskilled man prosperous and happy, because there are more of him than of us after all and always will be, and we must raise him as far as possible toward our level of income or else he will drag us down to his. All workingmen must rise or fall together. That's our philosophy." The fact that the Western Federation of Miners admits members of other unions freely suggested the question, "Aren't you interested in keeping the mining industry to yourselves?" The prompt reply was, "No, we are not. We never make any attempt to restrict the number of men who want to learn the mining trade. We have no apprentice system. And we admit without question any man who has a card from any other bona-fide labor organization. You can go to-morrow and get a job in any mine where our organization is strong. You may displace one of our members. We don't care. All that we insist upon is that after you have been in the mine a certain number of months you ought to join our organization. We are not a gang of monopolistic pirates building a stone wall around the mining industry in order to hog all the jobs in it. Our idea is quite different, and we think it is a better idea. We want all workingmen in the mining industry and in all other industries to be together, whether they are skilled or unskilled, and we think that when you keep a man out of a union you turn him from a workingman into an enemy of the working class. Our idea is that it is only by an absolutely united working class that anything can be accomplished against capitalism. We are not interested in ourselves as miners. We are interested in ourselves as workingmen. Therefore we demand no closed shop contracts with the mine-owners, we impose no restriction upon the amount of work a man may do in a day, we keep no one out through an apprentice system in which the number of apprentices is always made smaller than the number of journeymen, we freely admit the members of other unions, and we pay special attention to bringing the unskilled man up toward the wage-level of the skilled man. The whole idea is a united working class. The man who, because he has a certain kind of skill, separates himself from his unskilled fellows and forms a union for keeping everybody else out and for boosting his own dirty pittance, that man is our enemy. He has deserted the working class and he is helping the employer."

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Are "Chattels" Free Men?

The difficulty of getting natives to work in the Transvaal gold mines compelled the mine-owners some time since to import Chinese coolies, who have since been living in the Transvaal as "chattels." In the legal sense of the word this condition may not be slavery, but the condition of "chattels" is certainly not that of free men. Among the Liberal principles upon which the recent electoral campaign in England was conducted, one was that in no part of the British Empire should there be any condition of servitude approaching slavery, to which was added the statement that the condition of the Chinese coolies in the Transvaal did approach such a condition and that a stop should be put to it. When he became Prime Minister, Sir Henry Campbell-Bannerman announced this programme: As soon as a law regu-

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lating electoral conditions can be framed, legislatures will be conceded to the inhabitants of the Transvaal and Orange River colonies, and they will then become self-governing without the intermediate step designed by his predecessor; but if the Transvaal legislature chooses to permit Chinese coolies to enter that colony, they shall not lose the fundamental rights of personal freedom—in other words, the rights of free colonists must take second place in comparison with the proper attitude of the home Government regarding the forced levies of labor little better than slavery; furthermore, the Government, while not yet prepared to offer any final solution of the Chinese labor problem, will stop the issue of licenses and will defray the cost of returning to his native country any Chinese miner who may desire to leave South Africa; finally, before the Transvaal is itself in a position to legislate, the present "chattel" ordinance as enacted by Parliament will be repealed, so that the colony embarking on its career of self-government shall not inherit an undesirable legacy. In this, Sir Henry's opponents declare, the Government practically reverses the Chinese labor contracts and really claims a veto power against self-governing colonies, a power once claimed by George III. in the case of another colony! The practical question, however, resolves itself into the form of legislature to be adopted in the Transvaal. If its seats are to be distributed according to population, the Boer or agricultural element will probably predominate; if according to voters, the British or mining element. The question of Chinese labor in the Transvaal, therefore, will be influenced, if not indeed ultimately settled, by the conditions attached to the franchise.

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M. Clémenceau's Position

Last week M. Clémenceau, Minister of the Interior in the new French Cabinet, replying to a question in the Senate, tersely expressed the Government's view relative to the employment of force in carrying out the inventories of Church properties. "We intend to enforce the law," he said, "but the numbering of candlesticks in churches is not worth the risk of sacrificing a single human life." This is construed as indicating that, where resistance is offered, other means than force will be adopted to attain the end. Resistance has been offered not only in the capital, but especially in the provinces of Brittany and Auvergne. At Rennes in the former province certain officers refused to command their troops to enter a church and assist in taking an inventory. Two instances were reported of vicars firing revolvers. Thus fanatical sentiments, controlling ignorant peasants, priests, soldiers, or officials, may easily lead to riot. It will be interesting to observe whether the clever M. Clémenceau can avoid trouble in executing the remaining ten thousand inventories, a work to be accomplished, if possible, in the two months intervening before the national elections. M. Clémenceau's post is certainly more difficult than any other in the Cabinet, and will be doubly difficult if the reactionaries believe that the Pope tacitly approves violent resistance. It is as unfair, we believe, to ascribe this attitude to Pius X. as it would be to ascribe it to Cardinal Richard, the head of the Roman Catholic Church in France, who, though a reactionary in politics, has shown an entire and courteous submission to the new law, thus giving a fine example of citizenship which should have been followed throughout France.

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Church and State in France

In 1801 Napoleon and Pius VII., it will be remembered, agreed that, in return for payment of salaries by the French Government, that Government should have the right to nominate to vacant episcopal sees. Under the new law, which went into effect last December, abrogating the historic Concordat, the Government will still pay their stipends to the existing priests and prelates, but not to their successors. Otherwise the Government entirely abjures responsibility for the support of the Roman Catholic, Protestant, or Jewish forms of religion—the three forms provided for hitherto by the annual budget of

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public worship. The Church property which existed before the Concordat had been signed reverts to the State, but there is a provision that the Government may lease or sell such churches to "associations cultuelles," or local religious associations, which, like secular associations, must, under a recent law, be formed under Government regulations and remain under Government control. These units may be grouped to form larger associations, which, by lease from the Government, may acquire the right to occupy cathedrals and other diocesan edifices. In order to know what the terms of the leases shall be it is necessary to ascertain officially the nature and the amount affected by the law; hence, at the request of the Conservatives themselves, who wanted to protect Church property in every way, the law was framed so as to provide for an inventory.

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The Wretched Muzhik

The new Russian Parliament is to consist of two Houses, the Upper, the Council of the Empire, and the Lower, the Duma. For the Council, half the members are to be nominated by the Emperor; the other half are to be elected by the provincial zemstvos, or councils, the Church, the universities, the Academy of Sciences, the Bourses of Commerce and Industry, and the nobility. Land legislation is reserved for the Council. Such a body, so nominated, would presumably be conservative rather than radical. It will be interesting to see how it will deal with measures for the amelioration of peasant land tenure, since these measures must necessarily be rather radical. It is fortunate that it can deal with them at any time, since, even if Parliament be not in session, the Council may meet. Before the serfs were liberated the allotment of land was ten acres to a peasant; but after the liberation this fell to seven acres. Since that time Russia's agrarian population has nearly doubled; there has not only been no increase in land allotments, but there has been an increase in taxation. The result is that the muzhiks or peasants are now in a state of practical bankruptcy, to which has recently been added the further burden of famine and of the crippled soldiers from Manchuria. The oppressed muzhiks declare that in case this spring does not bring to them new allotments of land, they will plow over the public lands and part of the estates of the nobles, thus signifying that they take possession of these lands in their own right. Two prominent plans for relief are now before the public. The first is that of Count Witte, the Premier. He would purchase lands from the large proprietors through the peasants' bank, with fifteen-year credit bonds instead of cash, reselling to the muzhiks on long-term installment payments. The second and far more radical plan was proposed last week by ex-Minister of Agriculture Kutler, who advocated the expropriation of part of the land of the large proprietors for the benefit of the muzhiks, who, he contends, have a moral right to that portion of the land rented to them, not, of course, to that cultivated by the proprietors. Whatever the solution be, the issue is probably the most urgent of all those in Russia.

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A Bit of History

The present exhibition of the work of the Society of American Artists in New York City will be the last opened under the auspices of that Society as a separate organization; it will shortly be amalgamated with the National Academy of Design. Mr. John La Farge, in a recent interview in the New York "Sun," speaking as the President of the Society, expressed the opinion that in some respects the present exhibition is the best it has ever had in the width of its range and variety of methods. He commented especially on the influence of Italian masters on the youngest group of men who have been studying abroad. He recalled in a very interesting way the state of affairs at the birth of the Society. Like many other organizations, it represented a movement of protest against conservatism. The Academy, like all academies, had grown conservative. It would have none of Whistler, while the younger men were enthusiastic in recognition of his remarkable qualities. The feeling culminated when the work of Mr. St. Gaudens and Mr. Chase was rejected and a canvas of Whistler's was

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hung over a door and subsequently withdrawn in disgust. The first exhibition of the Society included the work of Whistler, Chase, Inness, La Farge, Homer D. Martin, Thomas Moran, and other artists since advanced into the front rank. This, however, is ancient history. The Society of American Artists has grown to maturity and the Academy of Design has broadened and become more catholic. The two societies have been moving together, and it is expected that their fusion will be commemorated by a great art building which will worthily house the combined societies and become a symbol in the metropolis of the dignity and importance of art. While the practical arguments for this union are unanswerable, nevertheless the picture-loving public will miss the two distinct annual exhibitions, for which one huge one will hardly be a satisfactory substitute. For, generally speaking, the bigger the collection of canvases the less real pleasure it gives.

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The Smith Professorship

The Smith Professorship of the French and Spanish Languages and Literatures in Harvard University has been the most prominent chair of literature in any American college on account of the character of the men who have at various times occupied it. In the early days, when professorships were few and there was far less specialization, this professorship included the teaching of belles-lettres, and the early occupants of the chair were expected to teach literature as well as the French and Spanish languages. George Ticknor, the first professor, was one of the forerunners of the throng of American students who have since pursued graduate studies in the German universities. He was followed by Longfellow, who was a graduate of Bowdoin, had opportunities of foreign study which for that time were very unusual, and became one of the most accomplished teachers connected with any American university. In due time he was succeeded by Lowell, in whom the special equipment of the professorship—intimate knowledge of literature and feeling for it as distinguished from its philological aspects, knowledge of modern languages, all-around scholarship and teaching ability—may be said to have reached high-water mark. Since the retirement of Lowell in 1866 the chair has remained vacant. The restoration, so to speak, of a professorship which has such associations is a matter of interest to all lovers of literature in this country. A professorship of English Literature now replaces and is in addition to the professorship of Belles-Lettres, hitherto attached to the Smith Professorship. To this chair has been appointed Mr. Bliss Perry, the editor of the "Atlantic Monthly." Mr. Perry is a scholar, a teacher, and a man of letters. A graduate of Williams College, attached for a time to its faculty, and later to the faculty of Princeton University, he has been an ardent student of literature, has had ample experience in teaching, and is a writer of growing charm and influence. He has written fiction of excellent quality, and of late years his essays, which have appeared in the "Atlantic" from time to time, have been pervaded not only by a distinct literary flavor which recalls the older days of that magazine, but by a charming humor which is his own. Every evidence of interest in the study of literature as literature in our universities is matter of congratulation; and the coincidence of the revival of a suspended professorship and the appointment of a man of letters to fill it is doubly gratifying.

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Mrs. Whitney

It is now over forty years since two of the best stories for girls, stories that have ranked with Miss Alcott's in popularity and have maintained their freshness almost equally, were written by Adeline D. T. Whitney, who died last week in Boston. These two stories, whose titles are, at least with the older generation of living readers, like household words, were "Faith Gartney's Girlhood" and "A Summer in Leslie Goldthwaite's Life." These stories, with, in a less degree perhaps, two or three others of Mrs. Whitney's books, such as "Patience Strong's Outing," "We Girls," and "The Gayworthys," are read to this day, and have thus shown

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a power of survival that has not been found in many hundreds of works of fiction which during this period have come to the front, been sold in vast numbers, and then disappeared utterly from view. The reason of this vitality in Mrs. Whitney's best books is that they are wholesome in character, gentle in humor, and friendly and cheerful in manner. That they have a little didacticism is not to be denied, but they are far from being sermons in story form, and they appeal in a natural and simple way to girl readers because they represent girl life truly and intimately and are entertaining in a reasonable way.

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The Philippine Crisis

In their attitude regarding the control of the Philippines and the Filipinos by the Government of the United States the American people may be divided into three groups.

One group consists of those who think that this control is totally despotic and unrighteous; that we have no moral right whatever to govern the Filipinos; that we gained our domination over them by force of arms, and that all our political acts since the fall of Manila have been tyrannical when not brutal. This group would have the United States withdraw from the Philippine Islands, and allow the Filipinos to take care of themselves.

The second group consists of those who are utterly indifferent to the welfare of the Filipinos. They recognize that the Philippine Islands possess certain material and physical advantages into the possession of which the United States has come by honorable warfare, and think these advantages should be made use of by the American people primarily for their own benefit, and only secondarily, if at all, for the benefit of the Filipinos.

The third group is composed of those who are convinced that the duty of governing the Philippine Islands and their inhabitants was thrust upon the American people by force of circumstances, and was not assumed on their part by any deliberate intention; and that this duty springs from the evolutionary forces which are developing human civilization on earth. Logically, therefore, this group is unalterable in its conviction that the American people and the American Government are bound to regard the rights and welfare of the Filipinos with as jealous care as their own.

The first group consists of the small but devoted band of "anti-imperialists." Their particular political theories are not, however, involved in the present discussion. In the third group are to be found, we are glad to believe, the great mass of intelligent, fair-minded, and honorable Americans. In it are included, it is needless to say, the President, Secretary Taft, the Philippine Commission, some Senators and many Representatives in Congress. The Philippine crisis to which we allude in the title of this article is this: Shall the majority of the American people, by formal legislative vote, enroll themselves in the second group—that of the selfish exploiters of the Filipinos; or in the third—that of those who believe that the rights and welfare of the inhabitants of the Philippines should receive the same consideration from the Federal Government as is granted to the inhabitants of New York, or Connecticut, or Michigan, or Missouri, or California, or Louisiana, or Virginia?

The opportunity for this enrollment is presented in the Philippine Tariff Bill, now before Congress, which has already passed the House by an overwhelming majority. It is, however, unhappily, held up in the Senate by a few men of powerful political influence, but who, in our judgment, entirely fail to understand the temper of the country.

The Philippine Tariff Bill, admitting sugar and tobacco, the chief products of the Philippine Islands, into this country for three years at one-quarter of the present duty, and at the expiration of three years duty free, is not a piece of quixotic altruism, nor an attempt to make a generous gift to the Filipinos at the expense of our own Treasury. It is a simple act of justice. If, as Secretary Taft has said, we are going to apply the restrictions of the protection theory to the Filipinos, we are bound to give them

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at least the benefits of that theory. Under a law already passed, to go into effect next July, we have applied the American coastwise navigation laws to the Philippine Islands; we have forbidden the Filipinos to transport their merchandise to and from their own ports and to and from American ports in any but American vessels. "To restrain Philippine trade," The Outlook said two years ago, "first by laying upon it the weight of a tariff—even if it is somewhat reduced—and then by limiting it to a monopoly of carriers, is to put a double burden upon the islands which we cannot lay on a foreign nation and would never be willing to lay on ourselves."

In this crisis we urge our readers to stand up and be counted. We urge them in every State in the Union to do what a very influential and able body of citizens of Connecticut have done in petitioning their representatives in the United States Senate to vote for the bill. The Connecticut petition is signed by some of the best-known and most consistent protectionists in the United States, and yet it urges "a policy of a square deal for the Filipinos, a policy which would receive an overwhelming majority of Republican votes of Connecticut if submitted to popular approval." The Outlook believes that the policy represented by the Philippine Tariff Bill is supported by an overwhelming majority of the citizens of the United States, but public agitation and the expression of public opinion in mass-meeting, by petition, and by personal letter and telegram, is necessary if certain Senators who appear to be ignorant of the real nature of public feeling on this question are to have their eyes opened.

There is still a word to be said to the protectionist who is sincerely afraid that a reduction of the duty on Philippine sugar and tobacco will open the way to a general destruction of the protective system. Some years ago a campaign advocate of tariff reform in California answered an objector who asserted that a reduction of the tariff was a dangerous tendency toward free trade by retorting: "You might as well say that a man who marries one wife is dangerously tending toward polygamy." If the so-called great protective interests obstruct the passage of the Philippine Tariff Bill on the ground that it may start the people to demanding a general reduction of our present high tariff, let them remember the lesson which the railroads, the street traction interests, and the insurance financiers have so painfully learned during the last two or three years. The corporate interests which by malign and underhand methods fight and temporarily defeat just reforms sooner or later have to endure the effects of drastic legislation the possibility of which they apparently have never dreamed of. Street railway capitalists who bitterly objected to a mild and reasonable payment for long-term and profitable street franchises have now to face municipal ownership as a penalty for their short-sighted selfishness. If the tobacco and sugar trusts defeat the Philippine Tariff Bill because of the fancied danger that it may slightly reduce their profits—although this danger is denied by some of the best protectionist experts of the country—their selfishness, we prophesy, will be punished in the near future by legislation more directly affecting their profits.

We urge, therefore, those who believe first of all in human rights to support the Philippine Tariff Bill on grounds of justice, and advise those who believe first of all in commercial profits to support it on grounds of expediency. To The Outlook it clearly appears that there is no ground upon which any citizen of the United States can justly or safely oppose it.

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What Can Be Done

The Outlook commented last week on the present situation in China, with special reference to the feeling of antagonism against America caused by our short-sighted exclusion laws and their drastic application, reserving for later comment the broader aspects of this situation. The Outlook desires this week to indicate some of the measures which ought to be taken at once to foster friendly feeling in China towards the United States. Politically, the Chinese trust us, because we have treated

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them fairly; commercially, they distrust us, and that distrust is growing, because we have treated them unfairly. Men are slow to learn, and nations still slower, that as they do to others so it is done unto them. Secretary Hay laid a broad and solid basis for the most fraternal relations between the Chinese and American peoples, and for a confidence in our disinterestedness which ought to have given us the greatest possible influence with the Chinese. We have again and again demonstrated not only our friendliness but our disinterestedness towards China. We have protested, in season and out of season, and successfully, against the partition of the Empire; we have insisted upon its political independence and its territorial integrity. When excessive claims for indemnity were proposed after the Boxer outrages, we used all our influence to secure a moderation of demands, and with success. In the darkest hour through which the present Chinese Government has passed, when all men doubted and most nations sneered, the United States insisted that there was still a Government of China, and our attitude toward China in those difficult days was determined by our fixed policy of treating the Chinese Government as if it existed, although at the moment it was inaccessible. Politically, therefore, China has nothing to urge against us. On the contrary, she has learned to believe that among all the nations with which she has to deal, the United States alone has no ulterior designs upon her territory.

On the commercial side, on the other hand, our unfriendly anti-Chinese legislation and its unnecessarily offensive application in practice have bred a deep and growing feeling of resentment. The Chinese have a right to feel that they have been outraged. We have been in the wrong; and as the first duty of a strong man when he makes a mistake is to admit it and then make such reparation as he can, so pre-eminently is it the duty of a strong nation to reverse a wrong policy and to make confession where confession is necessary to heal the wounds of the spirit. Our first duty to China to-day coincides with policy. It is to remove the causes of irritation. We must stop treating the Chinese as if they were an inferior people. That is a kind of treatment which we would not stand for a moment if it were offered us by the Chinese, and they ought not to stand it when it is offered them by us. The Chinese do not object to reasonable regulations in regard to the immigration of their own people into this country; they have never objected to the exclusion of Chinese laborers; but they have objected, and they have been right in objecting, to the uncertain phraseology of Congressional legislation and to the offensive manner in which this legislation has been applied to the humiliation of Chinese travelers, merchants, students, and even high officials. The President put the whole situation with characteristic frankness in a few words in his address to the representatives of the American Federation of Labor on Wednesday last when he said:

> But I will do everything in my power to make it easy and desirable for the Chinese of the business and professional classes, the Chinese travelers and students, to come here, and I will do all I can to secure their good treatment when they come; and no laboring man has anything whatever to fear from that policy. I have a right to challenge you as good American citizens to support that policy, and in any event I shall stand unflinchingly for it; and no man can say with sincerity that on this, or indeed on any other point, he has any excuse for misunderstanding my policy.

In order to do justice to the Chinese and to change their feeling it is not necessary to repeal the exclusion laws, nor would it, in our judgment, be wise, so far as they are designed to keep out servile labor; but the Exclusion Act ought to be amended in order to make its application to classes more definite and to limit the discretion of the officials charged with its execution. Under the illiberal and strained construction of the act at the commands of our officials, a group of such men as Yung-Wing and as the one hundred and twenty students who came here thirty years ago and more would now be ruled out because they are not of sufficient age. We have excluded from this country the very class of men whose presence we ought to encourage by the most liberal laws and the most courteous treatment.

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Years ago a Chinese diplomatist, dressed in the most delicate and beautiful Chinese costume, was crossing a muddy street in San Francisco on a temporary crossing of boards. Some hoodlums, to amuse themselves, reversed the boards and threw the Chinese gentleman into the mud. He scrambled out, made his way as best he could to the opposite sidewalk, turned to the rowdies on the opposite side of the street, and with courteous bow said, "Me heathen, you Christians; good-morning."

The Chinese demand, and we ought to meet the demand, that a certificate from our accredited agents abroad shall in all cases, unless fraud is suspected, constitute a sufficient passport into any American port; that reputation in China touching the character and ability and fitness of our representatives in that country, both diplomatic and consular, shall be very carefully considered by our Government; and that no political consideration shall be allowed to weigh a moment in the selection of our diplomatic and consular agents. They should be, in all cases, *personæ gratæ;* men, that is, who know the Oriental character, who do not go to the East as the representatives of a superior to an inferior race, but as the representatives of the best in American culture, character, and spirit; and every attempt should be made through official sources, both in Washington and in China, to confirm the Chinese in the opinion that our Government is the friend of the Empire, that we have no ulterior designs, and that our policy of upholding Chinese territorial integrity and independence is not a mask, but an expression of National conviction and purpose. Such instructions ought to be issued to all Government officials dealing with incoming Chinese as to make any repetition of former discourtesies impossible. The Chinese merchant, student, official, and traveler ought not to run the risk of being insulted when he arrives in America, and any blunder of this sort ought to be followed by prompt dismissal of the official who makes it. The necessity of courtesy, consideration, and dignified treatment must be enforced upon all our officials in their relation to incoming Chinese.

The establishment of twenty-five free scholarships for Chinese students in Harvard, Yale, and Wellesley points the way to a still greater and in the long run more influential method of influencing Chinese opinion. Americans must accustom themselves to think of China as she will be twenty five years hence, when the social and economic revolution now going on in that country is bearing its fruits in inaugurating one of the most impressive and probably one of the most significant changes in human history. A great and possibly a terrible force is coming into being. It is for us to decide whether that force shall be friendly or inimical. If we are to make it friendly, we must co-operate with it, and we must make it acquainted with us. A prime duty of the hour is to throw America open to all Chinese who wish seriously to study our institutions and methods of life. A generation ago the main current of Chinese students was flowing toward this country; our short-sighted policy has diverted that current, with the result that now there are said to be five thousand Chinese students studying in Japan and a very large contingent in Europe, and these students on their return, instead of disseminating American ideas and knitting the ties that bind the two countries together, are disseminating Japanese and European ideas. The twenty-five free scholarships in three leading institutions point the way to a broad and fruitful policy. There ought to be five hundred or a thousand scholarships for Chinese in America. Every college ought to have its quota of Chinese students; and in the colleges of America the reformers of old China and the leaders of new China ought to be trained. Such a policy carried out for twenty-five years would bind the two countries together beyond all possibility of disruption. President James, of the University of Illinois, proposes that our Government shall send a special commissioner to China, who shall visit the Imperial and the provincial governments, carrying everywhere the most cordial invitations on behalf of American institutions to Chinese students to avail themselves of our educational facilities. This would be fundamental statesmanship.

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Our colleges can do much; our Government can do more; they ought to cooperate. An indemnity amounting to about twenty million dollars will presently come to this country from China for the Boxer outrages of six years ago. Could not some of it, by action of Congress, be administered by a mixed commission of Chinese and American educators for the purpose of setting the tide of Chinese students once more flowing towards America and of extending American influence in the Far East by bringing young Orientals within the atmosphere of American colleges? We have lost much by the short-sighted policy of the last few years; we can regain everything by a large-sighted policy which shall take into account the brotherly duties of nation to nation, and the fact that, while China is withdrawing itself more and more from foreign power, it was never before so accessible to the right kind of foreign influence.

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A Sign of American Idealism

The commercial expansion of the past two generations has left its stamp upon the people of the present. The confidence which a man reposes in his fellows is valued not so much in the abstract as it is as a requisite to business success; ambition is expressed not so much in military exploits as in business enterprise; and devotion to a purpose is most characteristically exemplified by business "hustle" and "stick-to-it-iveness." Particularly in this country are the standards of life expressed in business terms. This was the conclusion which Mr. James Bryce reached after his recent visit to America.

To call this a commercial nation has usually been regarded as equivalent to a severe judgment upon it. This has been to ignore the difference between the outward manifestations of a spirit and the spirit itself. Commercial activity has been confused with materialism. As a matter of fact, there are many signs which indicate that behind this immense development of industry, commerce, and finance there is a genuine idealism. In particular, religious idealism is evident. This commercial period has compassed the establishment and growth of three of the most remarkable religious orders of all time—the Salvation Army, the Young Men's Christian Association, and the Young People's Society of Christian Endeavor. Of these three one was planted and two have found most fertile soil in this commercial nation. This period and country have shown their character, moreover, by responding to that severest of all tests of religious idealism—the summons to engage in foreign missions. Never was the response to this summons more emphatic than at present. In witness to the truth of that statement is the Student Volunteer Movement.

Twenty years ago Mr. Dwight L. Moody invited some college students to Northfield to spend a few weeks in the study of the Bible. Out of the gathering of two hundred and fifty students there has come this movement. Originally simply an unorganized body of men with a common purpose, it is now an incorporated body. Those who make this declaration, "It is my purpose, if God permit, to become a foreign missionary," are known as Student Volunteers. The organization does not send out missionaries; the Volunteers all go out under their own denominational boards. Allied with this purpose of enlisting recruits for the service is that of promoting in the home land an intelligent knowledge and interest concerning the subject of foreign missions.

Some conception of the extent of this movement may be gathered from the following facts: Up to the beginning of this year almost three thousand volunteers had sailed for the foreign field; one thousand of these have gone in the last four years. Text-books on missions have been prepared, and twelve thousand students in our colleges in over one thousand groups are studying the subject under highly qualified men. It is safe to say that never before have so many men gone forth from our colleges with so broad a view of the forces working for and against the regeneration of the world.

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Once in a "student generation," that is, four years, the Student Volunteers hold a convention. The latest, held at Nashville (to which The Outlook inadvertently referred at the time under a wrong title), was marked by a characteristic spirit of religious earnestness and idealism. There is something convincingly genuine about the words uttered in a convention whose members are ready to back up their faith by voluntary exile. The confidence which, directed to one end, gives security to commerce was at Nashville a faith in the ultimate world-wide prevalence of the influence and principles of Christ; ambition, which drives some men into constructing great industries, was there the impulse to have a part in bringing that dominion to pass; and devotion to a purpose, which is the secret of success in commercial enterprise, was there manifest in the determination of those four thousand delegates thus expressed to make known to all the world "in this generation" the Good News.

The Good News is something more than the propaganda of a doctrine; it is a message that is told in lives of service to men. That message is conveyed in curing the sick by medical missions, in making the inefficient efficient by industrial missions, and in spreading good will among peoples by missionaries of statesmanlike stature, such as Dr. Arthur H. Smith, of China, Bishop Brent, of the Philippines, and the Rev. Robert Hume, of India. The testimony of Sir Mortimer Durand, the British Ambassador, to the high service of missionaries in the East as he knew it at first hand, as well as his estimate of the delicacy and importance of their task, did not too greatly emphasize the variety of gifts which can and ought to be employed in foreign missions. The Student Volunteer Movement is an undertaking to bring into the service of foreign missions men of the highest training as well as religious earnestness. Its success is not only a promise that foreign missions are to have a larger and more beneficent effect upon the world than ever, but also a revelation of the latent spiritual power and religious idealism of this commercial but not materialistic people.

For Public Safety

How many lives were lost in the railroad wreck in Colorado on March 16 may never be known. The officials of the Denver and Rio Grande Railroad, on which the head-on collision occurred, were reported to have issued an estimate of the number; but within a few hours the number of bodies recovered actually exceeded that estimate. The press despatches state the number of lives lost as between thirty and forty.

The accident is said to have been caused by the fact that an operator fell asleep at his post and allowed one of the trains to pass his station without his knowledge. It is said, moreover, that this operator had been on duty for an unusually long period of time. Whether this be true may never be unquestionably ascertained.

The cause and consequences of such a disaster are matters of vital importance to the people not merely of the State of Colorado, but of the whole country. Safety in travel is not of mere local concern. When a citizen of a Southern State starts from the South to the Northwest, the fact that he passes through Colorado in the course of his journey makes it quite as important to him as to the citizens of Colorado that railway travel in that State should be safe. The inter-State transportation of people is as much a matter of National interest as the inter-State traffic in things. Yet practically all the information that will ever come to the relatives and friends of those who were killed in that Colorado accident will come either from the railway officials (in which case it will be scanty), or from the newspapers (in which case it will be inaccurate), or from the State (in which case its value to a citizen of another State may be negligible). Public knowledge of the causes and consequences of railroad accidents is the first step towards decreasing their number; yet in this country there is no sure and uniform method by which such public knowledge may be obtained.

In dealing with a similar problem England has set an example that we should do well to follow. Under the Regulation of Railways Act, the Board of Trade makes

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a report to Parliament on the accidents that occur each year on the railways of the United Kingdom. This report corresponds very generally to the report of the Inter-State Commerce Commission of this country on the accidents that have occurred on American railways. The two reports differ, however, in one respect. That made by the American Commission is based upon information largely derived from the railways. That made by the British Board of Trade, on the other hand, is based upon the results of governmental investigation. Whenever any serious accident occurs on a railway in the United Kingdom, an order is issued for an immediate inquiry as to the facts. We have before us the report of such an inquiry. It pertains to an accident that occurred on the Metropolitan and Great Western Railway in December, 1904. A detailed statement is given of the composition of the trains which collided, of the condition of the engine and the cars after the accident, of the piece of trackage upon which the accident occurred, and of the casualties which resulted. From the facts thus collected by a representative of the nation conclusions are drawn, as from evidence presented in a court of law, as to the cause of the accident and the responsibility for it. The accident was a derailment which occurred on a curve at a place where the tracks of another railway crossed. The engineer of the train most seriously wrecked was shown to be not very familiar with the route. By the testimony of witnesses it was proved that the engineer, or driver as he is called, had asked for an experienced assistant for his run. The inquiry went into such detail as to whether he had requested a "pilot-guard" or a "pilot-driver." It was shown, moreover, that the train at the time of the accident was going at high speed through a fog on a place on the road where the rules required a low rate of speed. An examination of the track showed that the proper elevation of the outer rail on the curve was impossible because of the crossing; and that as a makeshift the rail was improperly elevated so as to be a grave cause of danger. The official, Lieutenant-Colonel H. A. Yorke, makes certain recommendations and points out the desirability of certain specific action on the part of the companies whose tracks join at this point. Out of this single accident there have thus arisen a number of important recommendations: as to the proper form of junction; as to the suitable position for warning signs, or "speed-boards" as they are called; as to special signals for slacking speed; as to stringent supervision over the signing of "road papers" by engineers. As a consequence of this report the British public is not merely enabled to form a just conclusion as to the responsibility for this particular accident, but is also furnished with a sound basis on which to form a demand for remedial measures to insure protection against similar accidents in the future.

The American public, on the other hand, must at present remain unenlightened as to the cause of specific accidents, and improperly equipped with knowledge that will enable it to demand protection for itself. The sickening accident in Colorado, which cost the lives of six times as many passengers as all the accidents put together which occurred in the United Kingdom in 1904, is consigned to practical oblivion. The record of it will remain in newspaper files, some figures pertaining to it will appear in the general statistics of railway accidents for the present year, the memory of it will occupy a dark corner of the minds of those who survived it and who had friends and relatives who were crushed or burned to death; but, except as certain significant or insignificant details are brought out in lawsuits which may conceivably follow it (and lawsuits are avoided by railway companies whenever possible), this accident will be forgotten; and it is not likely that it will ever be determined how far the railway company, for the sake of increase in dividends, was responsible for keeping the negligent operator too long at his task, for neglecting to equip the road with signals suitable for a single-track line, and for other causes which contributed to the accident.

Unless we Americans willfully hold life cheap, we ought to be restless and importunate until Congress supplies us

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with some adequate means for ascertaining the cause and consequences of every railway accident, the responsibility for it, and the practical safeguards which may be adopted against its repetition.

The practical means to this end is the establishment of a Government board which should have immediate charge of investigation and procedure concerning all accidents in travel by land or water.

❀

A Lenten Meditation

And then, in his loneliness, all the kingdoms of the world and the glory of them were spread out before the Christ and put into his hand if he would but give himself to the evil spirit. There is less mystery about this temptation than about those which preceded it; it has come more directly within human experience and can be translated in terms of human history. Again and again men have been taken up into the mountain of vision and the vast panorama of empire has unrolled before them, and they have fallen down and worshiped, and lost themselves in gaining a world. To a few noble spirits in such moments there has come a deep and awful sense of responsibility; to more, a giddiness in which they have cast themselves down into every kind of moral lawlessness; to not a few, in that place of awful isolation, there has come madness. So Nero cries in the first hour of his world-wide authority:

"O all the earth to-night into these hands
Committed! I bow down beneath the load,
Empurpled in a lone omnipotence.
My softest whisper thunders in the sky,
And in my frown the temples sway and reel,
And the utmost isles are anguished. I but raise
An eyelid, and a continent shall cower;
My finger makes the city a solitude,
The murmuring metropolis a silence,
And kingdoms pine in my dispeopling nod.
. . . . . .
O wine of the world, the odor and gold of it!
There is no thirst which I may not assuage;
There is no hunger which I may not sate;
Naught is forbidden me under heaven!
[*With a cry.*] I shall go mad! I shall go mad!"

Of all the tragedies of life none is more pathetic than the futile passion of the human creature to grasp and bear in fragile hands the weight of the world, and to drink, through senses filled by a shallow draught and worn to exhaustion by excess, the illimitable pleasures of the sensuous life. Under all the trappings of royalty how frail the body of the king, and in the heart of all magnificence how sensitive to any touch of mortality the man whom disease and death can summon with a rude insistence that scorns the courtesies of courts and laughs at the forms of sovereignty!

But the temptation which assailed the Christ was no crude appeal to that love of power which is one of the lower and grosser passions of men. The invitation to fall down before the evil spirit was not a solicitation to lower his aim; it was rather a suggestion to press forward to that aim by a road that would have carried him, as it has carried many a man, to the opposite pole. On the face of it there was no hint of disloyalty to that divine mission already clear in the mind of the Christ; in the heart of it there was black treason to the divine will and defeat and overthrow for the divine purpose. A thousand legions might have seated the Christ secure on the throne of the world, and every knee might have bowed and every voice cried, "Long live the King;" and the character of the race might have remained unchanged by any moral growth, the redemption of the race unaccomplished, the kingdom of God a mere outward acceptance of authority and not an inward conformity to the will of the Infinite. The Christ saw in the same vision which spread the world before him the two ways that might be trodden: the solid highway through the very center of the world, throngs of men crowding about him, shouts of welcome, flowers all the way, banners waving, ease, acceptance, a crown and a throne; and he saw also the lonely path never far from the places where lights were set in the windows of homes but yet apart from them, crowds beseeching help and then hoarse with imprecations, shouts of derision, palms once but stones many times, desertion, denial, the road to Calvary, the tragedy of the cross!

The temptation that came to the Christ was to take the lower for the higher good, the immediate for the final victory,

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the material for the spiritual conquest. In that temptation all men share. The spirit of evil has no lure more tempting because none more blinding than this. Among the charms and potencies of evil there is none more deadly than that which was offered to the Christ. The chasm that lies between the lower and the higher kinds of power is so deep that in the ultimate moral vision they stand for principles in deadly conflict. To crave the higher and accept the lower is not only to take evil for good, but to awaken at the end in the bitter humiliation which not only acknowledges defeat but knows that it has been duped, blinded, and cheated, and that the gold which shone afar is but a dust-heap when the end is reached. To follow money, or the authority which rests on force and position rather than moral energy and strength, is to come at last into the court of conscience with empty and often with blackened hands. Among the multitudes who have lost their way in the world none are further from the path of honor, peace, and victory than they who have mistaken the kingdoms of the world for the kingdoms of holiness and have fallen down before the evil spirit instead of worshiping the most high God.

❀

The Spectator

The Spectator is not one of those who spends his substance in riotous theater-going, and, indeed, the rarity of his visits to the playhouse is such that there is a pleasing hue of expectation shed over all the day preceding one of these unusual dramatic vacations. Consequently he has not learned to put up with the minor inconveniences that to the regular theater-goer have come to be expected and so have lost the power to impress. Probably by a dramatic critic, provided he be one who is admitted to theaters, there is little or no thought devoted to how he shall be seated, nor how furnished with a programme and other needed concomitants to play-seeing. He simply goes through an evening at the show as a hardened veteran through a campaign, looking upon the minor inconveniences as merely necessary to distinguish one campaign from another, remembering, for instance, how during one season he starved for three days and at another was nearly famished for lack of drinking-water.

❀

The Spectator, having dreamed of a comfortable evening where the intellectual delights of the stage are assisted by the creature comforts of the stalls, is subject to a rude awakening when he substitutes for his roseate fancies the duller hues of reality, and instead of the coziness of imagination finds the hard corners of fact. He is sometimes tempted to wonder whether our theatrical managers and builders of playhouses have not visited the museums, and, after long contemplation of the dismantled ruins of a seat from an ancient amphitheater, reached the conclusion that Greeks and Romans witnessed the triumphs of Euripides and Terence while stretched upon the rack of marble seats, sharp in angles and hopelessly cold and uncomfortable in substance and design. There be prosaic souls who know a spade by its simpler name, and for such the Spectator would inquire by what right theater patrons are made so painfully uncomfortable, although they are expected to pay what (Mr. Howells says) is far too much for their entertainment. The learned critic just quoted took advantage of his oracular position on "Harper's Magazine" to hold a true balance between the cost of a good book that would be a pleasure to a reader during his whole life, and the cost of an evening at a play, which, too often a disappointment, can at best be but a constantly fading memory.

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But, without weighing the two forms of pleasure, and admitting that each has its place, the Spectator, while jammed uncomfortably into that marvelously uncomfortable structure known as a theater seat, could not help wondering whether, under Magna Charta, the Bill of Rights, or the Declaration of Independence, he was not entitled to something better than a sort of flapping, trick contrivance that would barely admit his inconvenienced form. Although the

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Spectator is of a not unwieldy mold, it is hardly possible for him to remain bolt upright for three hours or more on end, and he occasionally permits himself that swaying which relieves the strain. At such moments a rest for his arm should be ready without the need of expelling from that coign of vantage either his left-hand or right-hand neighbor.

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Then, too, the Spectator, in the winter season at least, finds it convenient to assume an outer garment against the inclement weather, and for this there is either no provision or a most inadequate one. It must either be rolled up into an unwieldy bundle and left to rest uneasily against the knees, or else be spread from north to south across the theater seat, to the inconvenience, not only of the occupant, but of the friendly nation abutting on the back.

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The Spectator must admit, however, that "the sun do move," for he is, though not aged, old enough to remember when the theater-goer, to be thoroughly comfortable, needed a hat that was a combination of head-covering and foot-muff. There was no place like a hat-rack as a home for the hat. Some genius, along in the '70s or thereabouts, brought his gigantic intellect to the relief of suffering humanity, and provided a bent wire as an asylum for homeless hats. By some miracle of enterprise this device was adopted, probably because it was cheap. The Spectator regrets the (assumed) early death of this inventor and the absence of any successor in his benevolent work.

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So much for the creature comforts. *Per contra*, the Spectator must admit that many theaters to-day are well ventilated and well lighted, easy of their exits and their entrances; and this admission is made as a preamble to another bit of pleasant fault-finding. The Spectator, as a lover of literature, protests in behalf of himself and all his kind against the theater programme. He sees no reason why it should be printed upon dingy paper, or any paper that is not clear and white. It is meant to be read in varying lights. He sees no reason why the claims of advertising should cause the text of the programme to be ground up into minute portions of *disjecta membra* and distributed over an uncharted sea of type. He is not one to decry the value, nay, even the interest, of modern advertising in its proper place. He believes that much of it is good enough to be attractive reading, and he therefore objects to its introduction as a mere hanger-on to every form of pure reading matter. The Spectator admits that as at present issued there may be good business reasons for the hotchpotch programme, but, even without any selfish commercial interest in the improvement, he would welcome the Napoleon of programme-makers who should cast aside all old traditions and take advantage of the opportunity the need for a bill-of-the-play affords. In his mind's eye the Spectator can see an ideal programme, but he is not certain that his readers are yet psychologically ready for the revealment of his vision. It will be enough if by these few brief words he can succeed in cultivating what Sir Walter Besant called a "healthy discontent" with present conditions.

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The Spectator regretfully confesses that this is no more than a beginning of the many suggestions he would be glad to make to a really enterprising, thorough-paced, optimistic theatrical manager, and he believes that fame and fortune beyond the dreams of avarice would await the manager who could put the theater-goer into a delighted frame of mind by a careful attention to all those mere exterior comforts that must precede the proper attitude for the appreciation of dramatic triumphs. The Spectator, if he were to conduct a theater, would even dare omit some brilliancies of the costumer's art, and as much as one novel effect of electric lighting, for the sake of making sure that within *his* theater his fellow-spectators were seated comfortably, with ample room for elbows and feet, and proper places for the stowage of the impedimenta that are the natural addenda of the civilized man.

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CHINA IN TRANSITION

SOOCHOW, HANGCHOW, AND THE GRAND CANAL

BY GEORGE KENNAN

Special Correspondent of The Outlook in the Far East

This is the second of two articles in which are described Mr Kennan's experiences in a house-boat trip through Chinese canals. The first article appeared in The Outlook for March 17.—THE EDITORS.

THE things that strike one first and surprise one most in such Chinese cities as Canton, Soochow, and Hangchow, are the narrowness of the business streets and the width of the shop doors. In our cities the streets are always four or five times as wide as the entrances to the buildings, but in China the reverse is the case. The front of a Chinese shop is all door, and its width, as a rule, is two or three times that of the thoroughfare upon which it opens, so that it is really easier to hand a package to a customer on the other side of the street than to pass it to him across the width of the door. Great Dragon Street—the Broadway of Soochow—is only six or seven feet in width, while the doors of the business houses that stand along it would permit the entrance of two carriages abreast. In such streets wheeled vehicles, of course, cannot be employed, and goods of all kinds, from garden vegetables and dressed hogs to furniture, building materials, and bales of silk, are suspended from shoulder-poles and carried by coolie porters. Animals are not much used for the transportation of merchandise, on account of the lateral space necessarily occupied by pack-saddles and packs. Two laden pack-horses could hardly squeeze past each other in the street of the Great Dragon, and pedestrians are often compelled to step into the shops in order to get out of the way of passing files of coolies carrying bulky goods. Although a large part of the heavy merchandise of Soochow is distributed by means of the canals, enough goes through the streets to make walking along them in a straight line absolutely impossible. Progress from one point to another is made by a series of dodges, with an occasional jump into the open front of a shop or a plunge into a side alley, in order to avoid a donkey train, a funeral procession, or the palanquin of a mandarin.

The business thoroughfares of a Chinese city are less noisy than ours, because there is no rumble of wheels over the pavements; but the air is filled from morning to night with cries of warning from the hundreds of coolies who are constantly passing to and fro with box-like palanquins slung on long poles, or with heavy loads of rice, silk, tea, roofing-tiles, firewood, timber, machinery, books, crates of fowls, immense white radishes, bales of straw, or five-gallon tins of American kerosene. Nobody gets run over, because there are no wheels; but everybody who cannot dodge with agility gets squeezed, hustled, or bumped. For this reason an inexperienced foreigner who wishes to explore the streets of a Chinese city will do well to mount a donkey, or hire coolies to carry him in a sedan chair. As Soochow donkeys are not equipped with side-saddles for ladies, and as, moreover, they are generally so small that a long-legged man can stand astride of one without touching the saddle, we decided to take chairs; and at three o'clock, when we came out from lunch at the Soochow Episcopal Mission, four chairs and twelve coolie bearers were waiting for us in the compound.

A Chinese sedan chair is a roofed and curtained box three feet and a half high and two feet square, hung between two

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long and springy shoulder-poles. As a vehicle—if vehicle it may be called—it is not altogether uncomfortable; but when, after you have entered it and taken your seat on a small cushioned shelf, your bearers lift you from the ground and trot away with you, you feel like a Brobdingnagian Punch being carried in a Lilliputian Punch and Judy box to a country fair where you are to be exhibited for the entertainment of the populace. Every chair has two bearers, and a third coolie walks alongside to relieve or "spell" his comrades by turns as they get tired. The men all groan or cry out at short intervals as they march, in order to warn the public that a palanquin is coming; and when a procession of chairs happens to meet a train of donkeys in a congested street, the air is filled with the yelling of the bearers and the jingling of strings of sleigh-bells hung around the donkeys' necks. Then all pedestrians seek temporary refuge in the shops, leaving the street to the donkey-riders and palanquins. These may be able to pass one another without coming into collision; but while they are doing so foot-passengers must content themselves with "standing room only" in some out-of-the-way place.

Three-quarters of a mile from the Episcopal mission we stopped for half an hour to examine the great Soochow pagoda—one of the most noteworthy monuments of antiquity in all the Chinese Empire. It is a massive octagonal tower of masonry, three hundred feet in circumference at the base and two hundred and fifty feet in height, with nine stories, an equal number of spiral stairways, and more than sixty doors opening upon the nine outside galleries or verandas. It contains two hundred altars or shrines, behind which sit two hundred stone idols of various ethnological types, all of them ugly, and many of them combining a gilded body with a smirking East Indian face and kinky African hair painted sky-blue. The dusty and neglected condition of the shrines when we saw them seemed to indicate that the Soochow people had little respect for their gods; but that fact, perhaps, should not excite surprise. If I had inherited from my ancestors a lot of deities whose kinky hair was sky-blue, and whose faces had the expression that a cat's countenance assumes when it has finished a bowlful of cream in the pantry, I'm sure I shouldn't dust their shrines every morning, nor try to propitiate them with offerings of candles and rice. A smirking, yellow-bodied, blue-headed negro may excite curious interest as a *lusus naturæ*—a sort of ethnological freak—but he cannot be an attractive or awe-inspiring object of worship even to a Chinaman.

The view from the highest story of the Soochow pagoda over the extensive city with its network of canals, and the great environing plain dotted with villages, crisscrossed with intersecting waterways, and thickly set with small shining lakes and clumps of leafy trees, is extremely beautiful and attractive. Within the limits of vision there are thirty or forty market towns, and perhaps fifty thousand villages and hamlets, containing a population of two or three million souls. Through this fertile and populous country runs the Grand Canal, which, with its scores of lateral branches, links together thousands of villages and towns and connects them all with the Yangtse River and Shanghai.

Descending from the pagoda, we took seats again in our chairs, and were carried through a labyrinth of narrow, dirty streets to the Wan-Miao-Kwan, or City Temple—an extensive group of buildings filled with gilded and blue-haired idols of all sorts, sizes, and degrees of ugliness. The rather spacious courtyard in front of this Taoist place of worship had been turned into a great market, or fair, where half-naked jugglers twirled dishes on sticks, or pulled hanks of burning tow out of their mouths, for the entertainment of the multitude, and where petty traders, standing in flimsy booths or squatting on the ground, sold toys, confectionery, curios, Oriental trinkets of trifling value, candles to be lighted in front of shrines, and paper imitations of gold and silver coins, which, when burned in big iron braziers, are supposed to enrich the ancestral dead by going to their credit in some celestial bank. Several thousand taels were thus transferred from one world to the other while we watched,

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and the total expense to the remitters did not exceed fifteen cents Mex. If China could only pay her priests in the same currency, she would save, in a year or two, money enough to liquidate the Boxer indemnity. Unfortunately, however, paper-gilt coins that are good enough for the spirits of the dead in the Chinese heaven are not good enough for the spiritual directors of the living on earth. The latter may encourage their parishioners to put off paper money on ancestral ghosts who can't refuse to take it, but they insist on having their own salaries paid in the round brass baggage-checks known to the Orient as "cash."

Leaving the Wan-Miao-Kwan Temple, we went through some of the busiest streets of the city, where streams of pedestrians were so intermingled with palanquins, donkeys, and freight-bearing coolies that it seemed almost impossible for anybody to make progress in any direction. The inhabitants of Soochow, however, are used to six-foot streets, and, with oft-repeated shouts, cries, and groans, they dodge one another, evade one another, and get around one another's chairs, animals, and burdens, with perfect good temper and with a surprisingly small amount of friction. Such a jam of people, beasts, and merchandise in a street of New York or London would require police intervention and direction, but in China—outside of Peking—I have never seen a policeman attempt to control a municipal crowd or regulate street traffic. The people manage, in some way, to keep in motion and take care of themselves.

In a particularly congested part of Great Dragon Street we happened to encounter a long funeral procession, and in order to get past it at all we had to crowd the mourners, hustle the priests, and force the pall-bearers and coffin into a side alley; but nobody seemed to take exception or feel aggrieved. When a train of palanquins meets a funeral procession, there must necessarily be some confusion and disorder; but as the jam is due to the way in which the city has been laid out, and not to personal carelessness or aggression, it is regarded with tolerance and good temper as an inevitable accident.

Although I had seen Chinese funerals before, this one presented some features that were new to me and that struck me as curious and interesting. At its head marched three or four musicians—or, to speak more accurately, charivari performers—pounding on gongs and making a strange, deep-bass hooting by blowing into short, bell-mouthed funeral trumpets. The priests, who followed, were dressed in white, as were also the mourners, the musicians, the bearers of white-frosted funeral cakes, and the acolytes, who carried artificial stems and blossoms of white lotus. The coffin was covered with a white pall, and the members of the bereaved family not only were clothed in white, but were inclosed in a rectangular screen of white cotton sheeting stretched around four supporting corner poles. This screen, which was carried by four white-robed boys, made a sort of quadrilateral pen inside of which the chief mourners walked. There were none of the white, inscribed, table-knife-shaped flags which are so noticeable in Japanese funeral processions; but my memory retains a vague impression of men carrying white umbrellas, inscribed wooden tablets, and slender rods wound spirally with strips of white cotton cloth. The confusion and disorder were so great as we passed the procession that many details doubtless escaped my notice.

When we got into a less crowded quarter, we alighted from our chairs and walked half a mile or more through narrow streets lined with open-front retail shops for the sale of jade, furs, silver ornaments, elaborately carved furniture, bronzes, curios, metal water-pipes, opium-smoking apparatus, brass implements and utensils of various kinds, books, drugs, coffins, porcelains, embroideries, and silks. Most of these things are manufactured in Soochow, without power machinery, in small individual workshops, and by artisans whose wages range from ten to twenty-five cents per day. The larger silk stores are said to carry in stock nearly a hundred varieties of satin and satin brocades and two hundred different kinds of silk and gauze, all woven on foot-power looms, and nearly all in the homes of the weavers. Silk embroidery is another great industry of

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Soochow, and gives employment, in and about the city, to more than one hundred thousand women and girls, who are paid for their work at the rate of from three to eight cents per day. When one takes these wages into consideration, one no longer wonders at the cheapness of the beautifully embroidered Manchu and mandarin coats and robes which are offered for sale by merchants and hotel peddlers in Shanghai, Tientsin, and Peking. On a piece of embroidery that sells in Shanghai for twenty dollars, gold, a woman may have worked for three months; but five dollars would probably represent the labor element of cost, leaving fifteen dollars for cloth, silk thread, and dealer's profit.

Late in the afternoon we bade Mr. Ancell good-by and returned to our house-boat, just in time to see a wedding junk, with bonfires at the bow and red banners overhead, carrying a bride to the house of the groom, amid the popping of firecrackers and general excitement. All the great ceremonies and sacraments of life in China are made noisy with firecrackers or gongs. A man cannot even pray without blowing, beating, or exploding something, to call his god's attention to the urgency of his supplication; and the more noisy a wedding or a funeral can be made, the more profound seems to become the Chinaman's consciousness of its importance or solemnity. If, on his death-bed, he could be assured that his body would be accompanied to the grave by a bass-drum corps, a steam calliope, and a battery of machine guns in action, he would undoubtedly close his eyes peacefully and die happy. An improved and enlarged phonograph, which would reproduce faithfully and with adequate volume a general bombardment of Port Arthur, might be sold by the ten thousand in China for use at weddings and funerals and as an accompaniment to prayer.

In order to escape the incessant chatter of voices from the scores of housekeeping boats in the basin where we were moored, we moved out, just before dark, and, poling southward through the moat to the Grand Canal, we tied up to the bank in a quiet place near the Pan-Men Gate, where there was a rakish, highly varnished police boat to protect us from river pirates, and where we were not likely to be disturbed by noise. There we spent a peaceful night, and on the following afternoon we took a tow for Hangchow by the famous Grand Canal.

The Grand Canal of China is one of the oldest artificial waterways in the world. The part of it which connects the Yellow River with the Yangtse was dug in the era of the Han Dynasty, 1700 years ago; the section from the Yangtse to Hangchow was completed by the monarchs of the Sung Dynasty a few centuries later; and the whole canal, as it now stands, was in existence more than a hundred years before the discovery of America. As an engineering work it is among the greatest achievements of man, inasmuch as it has a length of 650 miles—a distance almost equal to that in an air line between Washington and Chicago—while for scores of miles at a stretch it has a width of from one hundred to three hundred feet. Beginning at Hangchow, it runs northward, nearly parallel with the coast, to the Yangtse; crosses that river and the Hoangho; traverses the wide, fertile plains of Shantung and Pechili; and finally opens into the Peiho near the great commercial port of Tientsin. With its hundreds of lateral branches and feeders, it probably links together two or three hundred thousand cities, villages, hamlets, and towns, and covers with a watery network all the eastern part of the Empire. I suppose I had read descriptions of this canal before I came to the East; but when we left Soochow and found ourselves in a deep, bluish waterway hundreds of miles in length, and twice as wide as Pennsylvania Avenue in Washington, I realized that my reading had been of little use to me, because it had given me no adequate idea of the stupendous magnitude of the work.

Although the Grand Canal, in the vicinity of Soochow, runs through a flat alluvial plain, the scenery along it is never monotonous or uninteresting. There are always leafy trees enough to give softness and variety of form to the shifting landscapes; large, golden-yellow flowers,

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which look like marsh marigolds, fringe the shore at the water's edge; bean vines climb over the shrubs on the banks and cover the dark-green foliage with a lighter embroidery of delicate sprays and snow-white blossoms; quaint villages, with a slender pagoda in the background, appear here and there at the mouths of narrow, tree-embowered lateral canals; and near at hand or far away there is always a high, curving stone bridge, whose proportions and outlines are a delight to the eye. But the canal itself is even more interesting than its banks. It is never yellow or muddy, as canals almost always are with us, but presents, under a clear sky, the bluish-gray color of a deep, uncontaminated river; while the boats that it carries are a never-failing source of entertainment and interest. There may be, somewhere, a greater variety of water craft than one can see on the Grand Canal, but I should not know in what part of the world to look for it. Immense junks of highly varnished natural wood, with low bows and preposterously high sterns, come plowing along before the wind under towering, russet-brown lugsails seventy feet in height, crossed by twenty-five or thirty bamboo battens; while directly behind them you may see, perhaps, a small, "north-of-the-Yangtse" sailing-sampan, in which a solitary man works a broad-bladed paddle with his feet, steers with one hand and manages half a dozen sheets with the other. Before you have finished looking at a mandarin's house-boat, with its ornamental carving, its cabin windows of translucent shell set in little wooden squares, and its long, crooked sculling-oar swaying back and forth in the grasp of four powerful rowers, your attention is suddenly distracted by the open skiffs of three or four cormorant fishermen, whose birds, to the number of thirty or forty, sit perched on the gunwales, waiting for the rings which are put around their necks to prevent them from swallowing when they are sent to catch fish.

After you have seen sailing-sampans, foot-power sampans, cormorant fishermen's skiffs, mandarins' house-boats, long trains of crowded passenger-boats towed by steam tugs, huge wall-sided grain-boats with wide-open painted eyes glaring at the water from the bows, and innumerable junks of all sizes, shapes, and descriptions, you think, perhaps, that the possibilities are exhausted—that you are familiar with every type of boat used on the inland waters of the Orient—but you are almost sure to be mistaken. I came to that conclusion at the end of my first day's experience; but early Thursday morning, before it was fairly light, I was awakened by a curious rapping and scraping along the sides of the boat, and upon going out on deck I found that we were running between two parallel fences of stakes and ropes, set up in the water so as to inclose and protect what looked like areas of pond-lily leaves, extending for half a mile or more along the sides of the navigable channel. In these lily plantations forty or fifty men, women, and girls were paddling about in big round wooden tubs, some of which contained small charcoal fires. What these people were doing with fires in floating wash-tubs, at that unearthly hour in the morning, I could not possibly imagine, and as it was not yet light enough to see anything distinctly, I was unable to satisfy my curiosity. Before sunrise, however, I had discovered that they were picking from under the big peltate leaves small green pods, which, when I had an opportunity to examine them, proved to be the fruit of the aquatic plant known to botanists as Trapa bicornis. The kernels or seeds in these pods are good to eat, and thousands of acres of water along the sides of the Grand Canal, and in the shallow lakes communicating with it, are devoted to the culture of the plant that produces them. The charcoal fires, which, in the dim gray light of early morning, added another element of mystery to the doings of the ghostly figures in the floating tubs, were used, doubtless, as a means of warming hands that had become chilled and benumbed from long groping and dabbling in cold water. The fact that these pod-pickers were in their tubs at the first gleam of dawn shows conclusively that getting a livelihood in China is, for the farmer, a strenuous business.

As we approached Hangchow, Thursday afternoon, the scenery became more

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rugged and picturesque, and the broad canal, winding around high, bush-covered hills, carried an ever-increasing number of cargo-boats, fishing-boats, sampans, and junks. At the Imperial custom-house, on the outskirts of the city, we cast off our tow-line, and sculled slowly, for a mile and a half, through a great extramural suburb, past floating boat dwellings, where canary-birds were singing over wooden tubs of blossoming plants; past household junks in which women were cooking, spinning, or reeling thread while their husbands rowed; past open tank-boats filled with masses of semi-liquid fertilizer which poisoned and polluted the air; past temples with turned-up corners, where worshipers were buying candles and burning strings of paper money; past markets filled with dealers in pork, vegetables, Trapa bicornis pods, apples, oranges, and grapes; and at last into a stretch of open water between a temple and a camel's-back bridge, where we finally tied up to a grassy bank strewn with corpse-filled coffins which, apparently, had been lying there awaiting burial for many months.

I have never been able to ascertain with certainty why the Chinese, in this part of the Empire, leave the bodies of their dead lying around on the banks of canals, or in out-of-the-way nooks and corners of waste land, instead of putting them decently under ground. In the northern provinces—and especially in Pechili—any old field seems to do for a cemetery, and the small conical mounds of earth which mark the resting-places of the dead are frequently scattered all over the cultivated land; but there the coffins containing the bodies are at least buried, while in the vicinity of Hangchow they seem to be dumped anywhere, and left on the surface of the ground to be defiled by beasts or reduced to decay by weather and the lapse of time. One fails, absolutely, to enter into the thoughts of an ancestor-revering Chinaman who leaves the body of his father in a dirty, dog-infested rubbish-corner on the bank of a canal, where it has neither protection nor care, and then goes to the nearest temple and burns half a dozen strings of paper-gilt coin, in order to furnish that father with pocket-money in the kingdom of heaven. I used to think that the desire of a Chinaman to be brought back from a foreign land after death and buried in the God's acre of his ancestral home was rather a touching thing; but my observations on the banks of the Grand Canal and in the fields around Hangchow have modified my view. There were seven unburied bodies in weather-beaten coffins within fifty feet of the place where we tied up to the bank for the night, and we saw dozens more in weed-overgrown fields on the outskirts of the city.

We remained in Hangchow until Saturday afternoon, and explored in sedan chairs many miles of narrow, crowded, inconceivably dirty streets both inside and outside of the city wall; but we saw nothing of interest that we had not already seen in Soochow. The Sihu, or Western Lake, which lies among the hills a short distance from Hangchow, is a picturesque sheet of water, but we had time only for a glance at the temples, pagodas, monasteries, and Imperial pleasure gardens, which give variety and architectural beauty to its grassy slopes and boldly projecting promontories. Leaving Hangchow for Shanghai by the regular boat-train late Saturday afternoon, we steamed through the Grand Canal all night, and arrived at Kashing early the next morning. When I went on deck, after breakfast, we were just entering upon a great, flat, cultivated plain where it seemed to have been raining coffins for forty days and forty nights! The banks of the canal were lined with them, and they lay sprinkled over the fields as far back as the eye could reach. I think it is not an overstatement to say that there were a hundred to every square mile, and most of them had no other covering than a layer of reeds or dried grass. The only explanation I can suggest of this wholesale exposure of coffins in open fields is based on the tyrannous force of the preposterous superstition known to the Orient as "fengshui." In China, as in Korea, it is universally believed that the place selected for the burial of the dead controls, for good or evil, the fortunes of the living. Beneficent or calamitous streams of influence are supposed to flow

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from the graves of dead ancestors, and the topography of the ground in which a corpse is laid determines the luck of the surviving family. As the common people are ignorant of the conditions upon which good or evil fortune depends, they are forced to consult professional "ground doctors," or geomancers, who, after pretending to make a survey of the country, select for the grave a place where the "green dragon" current and the "white tiger" current of spiritual influence are free to run in the proper direction. These ground doctors, of course, are not in the business for their health, and if a family which has lost its head by death is unwilling or unable to pay the fee which the geomancer asks for picking out a lucky grave site, it must either leave the corpse unburied or run the risk of bringing terrible calamity upon itself by putting the body under ground in a place where the "fengshui" is unpropitious. The easiest and cheapest way to escape from this dilemma is to set the coffin out in a field and leave it there until the family gets richer or the ground doctor abates his terms. The Chinese are supposed to be a reasoning as well as an ancestor-loving and ancestor-revering race; but after seeing the way in which they disposed of their dead, I modified my view of their intelligence and wholly lost my faith in the sincerity of their love and reverence for their ancestors. If they had the brains of a Siberian Korak, they would not believe in "ground doctors" or "fengshui;" and if they really loved or cared for their fathers as civilized races do, they would pay some little honor to their bodies after death, and not deal with them as the Cubans in Santiago used to deal with fever-infected clothing.

Late Sunday afternoon we passed out of the canal into the Huangpu River above Shanghai, and between nine and ten o'clock that evening we reached the city and returned to our hotel, after an absence of seven days. The expenses of our week's trip were $228.46 Mex., or $114.23 gold, including house-boat, equipment, provisions, the wages of eleven men, and the charges paid to tugs for towing us nearly four hundred miles. A party of four persons might easily make a house-boat trip of a month at a cost of $4 a day per capita, and thirty days could not possibly be spent in China more comfortably or more pleasantly.

THE AMERICAN TEACHER IN THE PHILIPPINES

BY JAMES A. LE ROY

Author of "Town and Country in the Philippines," etc., etc.

So much contradictory testimony is published as to the nature and probable results of the work done in the American schools in the Philippines that really first-hand, competent testimony gains special importance. A good deal of what passes for competent discussion of the Philippine school work is written by whilom sojourners, some of whom have not been near a school-house in the islands. Other contributors, claiming to have been visitors to these schools, have nevertheless told to the readers even of our serious political reviews incidents and class-room conversations therein which fall under the category of things "interesting if true." One such story has been circulated as an anti-imperialistic document. An undue proportion of the articles written for American periodicals by American school-teachers in the Philippines have been written by the sort who proved uncongenial or unfitted for the work, and have within the past few years been weeded out of the teaching force, voluntarily or involuntarily, returning to the United States, therefore, in a critical mood.

The teachers in the Philippines who have been in the work since 1901—some

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of them even longer, beginning back in the days of the military government—now call themselves the "Old Guard." They are yet young in experience in the Philippines, as real experience in an environment so different from that at home should be regarded. But they are of the sort who proved to have the necessary staying power and the right qualities and disposition; and they have now, as it were, caught their "second wind" in the matter of opinions upon things Philippine and Filipino. Testimony from these men and women is the most valuable of all; no one of them has had the experience to enable him to survey the whole situation comprehensively; but, on the other hand, each one can give detailed testimony that comes most intimately close to the truth regarding conditions in the islands. They, of all Americans, have come closest to the masses of the Filipino people.

Some extracts from an article contributed to "The Philippine Teacher" by E. J. Albertson, a teacher who has had almost five years' experience in the schools of Misamis province, are of interest and value to every American who takes a concern in the broader aspects of the "Philippine question." It should be said, by way of preface to these extracts, that Misamis province lies on the northern coast of Mindanao, and comprises a sort of fringe of mostly poor and little towns of Christian Filipinos (Bisayans, in the main) lying next to the unexplored interior or to the territory of the Moros. Naturally, this was a rather backward portion of the Philippines when American occupation began, and hence not the most favorable region for progress. It should be said also that Mr. Albertson is speaking primarily of the Filipino masses, not of the few aristocratic families whose manner of living was altogether more pretentious. I select only the most significant paragraphs of this article:

> Old-established customs of the home that we regard as superstitious and queer are gradually giving way to modern ideas. Rarely does one now encounter, upon paying a visit to the home of a pupil, that cold, foreign attitude of suspicion on the part of the parents and other members of the family that formerly characterized such occasions. . . . Instead, we now begin to see the young people and parents receive their visitors with perfect ease and cordiality. The visitor does not so frequently have to gain the good will of the two or three bony dogs, fighting cock, or family pig at the entrance to the Filipino home as was formerly the case. These pets are gradually being dispensed with, or are being relegated to their proper places. Nor does one have to pass over a stained floor, hang his hat on a dust-covered hat-rack supported by cobwebs, or seat himself in a greasy, dirty chair that at once puts a finishing touch to his suit of clean white clothes, so frequently as before. Instead of saddles and fish-nets, he finds on the walls pictures and drawings, made, perhaps, by some member of the family. The furniture, what there is of it, is arranged with some degree of taste, and odds and ends are not found hidden in half-secluded nooks.
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> In the matter of cooking, eating, and sleeping perhaps the greatest changes have been wrought. First of all, pigsties and chicken-roosts are being removed from the kitchen, better facilities for cooking are being substituted for the old ones, dining-tables, with tablecloths, are gradually coming into daily use, and the practice of eating the food from the floor is becoming less common than formerly. The practice of the whole family eating from one common dish is being discontinued in many families, and greater use is being made of knives, forks, and spoons. Where it is possible, the family occupy two or more sleeping-rooms instead of the one large one, as was formerly the custom. And the people are learning the desirability of using beds instead of the floor for sleeping purposes. Nor are all the windows of the bedroom closed tightly at night, as was formerly the case. Thanks to the lessons learned in hygiene classes, the children are persuading their parents to pay more attention to the matter of ventilation.
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> Permit me to quote an instance of the changes that are going on. One of the students who is attending our provincial school is a Chinese mestizo. He is boarding with Chinese relatives. I have known him for more than four years, and can say that I had never seen a more unkempt, mannerless person than he appeared to be the morning I first saw him, standing in the store of one of his Chinese relatives. I recently had occasion to pass by the boarding-house of this young man, and what I saw in his room was indeed in marked contrast with the surroundings. Shelves and decorations were on the walls. There was a place arranged for everything he used. His mirror, tooth-brush, water-glass, bookcase, etc., were all found to be conveniently and artistically placed. This boy, during the past two years, has changed from a rough, ignorant, and ill-mannered fellow to a neat, care-taking, and observant student. He exerts a great influence for good on his fellow-students. Out in the province, in his home, is found the stamp of the American schools. Pictures and fancy needlework

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adorn the walls, and the home in general is well ordered. If schools can work such a change for good in such a home, how much more may we hope for in the purely Filipino home?

. . . Schools are teaching the Filipino people to appreciate the dignity of manual labor, which fact is manifesting itself most forcibly in the home. Where in past years the [better-class] Filipino home was overcrowded with slaves, who were made to do all the housework, we find the sons and daughters in many families now doing this work. An American teacher setting up a half-dozen pieces of hyloplates, or carrying a couple of large packages of books home, or a lady teacher, with her sleeves rolled up, doing some ordinary household duty, have demonstrated to the Filipino boy and girl that manual labor is not for some, but for all; that instead of shunning work because it is undignified, we should cling to it for the joy it gives. In many of the homes of our pupils the girls are doing their own washing, ironing, sewing, and even making their own clothes. In families where there are several daughters they alternate with each other each week in directing the household work. . . . Boys in many of the better homes have ceased to be ashamed to carry water and do other chores about the home, as is done by boys in America. In cases where parents of the school-children of the towns own farms near by, it is not uncommon in these days to see boys, who during the week are attending the high school, wearing perhaps fine clothes and patent leather shoes, out on the farm Saturdays following the plowed furrow and urging along the slow carabao. For those critics who are trying to decry the system of education as now established in these islands, because it is not a practical one, because the schools are turning out young men and women who are averse to manual labor, such examples as I have mentioned ought to be sufficient, it seems to me, to prove how unsubstantiated are their charges. It is no uncommon sight to see school-boys dressed in working clothes building fence out under a hot sun, or pulling weeds in the school garden, or working on some building to be used in connection with school work. Nor is it uncommon now to see Filipino girls working in the garden or taking outdoor exercise, either by engaging in games or going through gymnastic drills.

We should assume, without going further, that this is the sort of American teacher in the Philippines who is, as the writer says the teacher should be, "a broad-minded, tactful, generous, and approachable *neighbor*, rather than John Smith, American teacher from New York, sojourning in the Philippines." This is the sort of a teacher who, while firmly maintaining the necessity for instruction in English in the school-room as the proper means for broadening the horizon of the whole coming generation of Filipinos, yet does not in the least despise the native dialect, nor underestimate its vigor and tenacity of life, and who, on the contrary, promptly learns it, that he may the better put himself *en rapport* with his pupils and their parents, and may understand their mental processes the better also. This is the practical American teacher in the Philippines, and these comments of his are but a mere hint of the many ways in which such men and women are having influence in the Philippines. He paints no mere enthusiast's picture of a day in the future, but speaks of things as they are:

I do not mean to have it inferred that what I have just said applies to all Filipino homes, or even half of them. I do not want to be understood as saying that a great proportion of the school-children throughout the archipelago are taking so strenuously to work. No, the percentage is probably small. But what I do wish to emphasize is the fact that in almost every town in the archipelago there is found a considerable number of young people who have acquired or are acquiring the proper attitude toward manual labor; and it is in the Filipino home that this newly acquired idea is first being put into practice.

It should be said also that the schools are having, both directly and indirectly, an influence in improving the diet of the Filipinos. Where there were army posts the people often learned to like canned salmon and other articles of the commissary supply, above all others the soldiers' white bread. The American women teachers, and sometimes the men as well, have often been called upon to initiate the people in bread-making, cake-making, and the use of baking-powder for various articles of food. Not a few of the women teachers are virtually cooking-school instructors outside of regular hours, and wheat flour, formerly unknown in most of the towns, is coming into use.

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CHICAGO'S STRUGGLE FOR FREEDOM FROM TRACTION RULE

BY GEORGE C. SIKES

Since this article was written a great victory has been won for the city of Chicago in the traction struggle by the decision of the United States Supreme Court refusing to place upon the so-called ninety-nine-year act the interpretation set upon it by the traction companies. This decision was summarized and its effect described in The Outlook last week. The reader of the present article will be interested to know that its author has been a special student of this question for over ten years, and has had occasion, as a newspaper correspondent and editorial writer for the Chicago press, to watch the traction struggle at close range. We may add that Mr. Sikes was in 1890 made Secretary of the Street Railway Commission (really a special committee of the City Council on this subject), and held that office for over two years; while later he was associated with Mr. B. J. Arnold in the preparation of an elaborate engineering report on the traction question.—THE EDITORS.

"THE socialistic movement (so called), which seems now so rampant, is due more to the determination of the people to boss the situation than to any economic principles or socialistic dogmas—a determination to subdue corporations drunk on ill-gotten wealth. For this feeling the special beneficiaries of governmental policies have only themselves to blame."

This statement of Lyman E. Cooley, the well-known engineer, in a recent talk on public ownership to the Western Society of Engineers, aptly characterizes the municipal ownership movement in Chicago. That movement has been and is still primarily political. It is at bottom little else than an effort to restore and maintain democratic government. To begin with, it was not a municipal ownership movement at all. Ten years ago the people of Chicago demanded only a fair franchise settlement. Balked in that, and angered at the continued attempts of the traction companies to secure control of the government, both State and local, in order to force upon the community an unfair franchise settlement, public sentiment has moved steadily forward, until to-day Chicago is committed to municipalization at the earliest time at which it can be brought about.

There is nothing so amazing as the stupidity of men who will not see. The obtuseness of the Chicago traction magnates is to be likened only to the blindness of the beneficiaries of the old régime in the days immediately preceding the French Revolution. Ten years ago twenty-year franchise renewals, with no limitations of consequence, could have been had with comparatively little effort. Yerkes demanded fifty-year grants, and, in order to accomplish his purpose, deliberately set out to debauch the government of State as well as city. This daring challenge furnished the shock that was necessary to arouse the people. In this sense Mr. Yerkes may be said to have done more than any other one person to bring about the political regeneration of Chicago. When the companies got ready to take twenty-year grants, public sentiment had moved on and demanded the imposition of new conditions. While they hesitated and tried to drive a better bargain, public sentiment moved forward again. Thus the companies have always lagged two or three years behind the steady onward march of public opinion, manifesting a willingness to accept, when too late, terms that could have been secured somewhat earlier. I verily believe it is absolutely out of the question for the existing companies to secure to-day franchise renewal grants of any kind whatever. So angered are the people that they will allow their city government to have nothing whatever to do with the old crowd, except to buy their property if it can be had for a reasonable price.

The present situation can be better understood if traced from the beginning.

In 1858 a franchise for horse-car lines

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was conferred by the Council upon a group of men who shortly afterwards became incorporated as the Chicago City Railway Company. The grant was for twenty-five years, and thereafter until the city should elect to purchase the tangible property. In the next few years similar grants were made to other companies to occupy the North and West divisions of the city, the City Railway Company confining itself to the South division. Thus was early established the policy of dividing the city for transportation purposes into three divisions, which has subsisted to this time. The lack of unification, which has taken place in most other cities, is the prime cause of the wretched accommodations which the Chicago street-car companies afford the traveling public.

The next chapter of traction history has to do with the now famous ninety-nine-year act. In 1865 the companies asked the State Legislature to extend their corporate life from twenty-five to ninety-nine years, and to give a like increase to their grants to occupy the streets of Chicago, without the consent of the City Council thereto. The Legislature did pass this act over the veto of Governor Oglesby and in the face of an outburst of public indignation similar to those which have been manifested in recent years. This action of the companies laid the foundation of the years of rancor and bad feeling that have followed. It was the insistence by the city that all remaining claim of rights under this act should be absolutely surrendered by the companies as one of the considerations for any new grant they might obtain that has proved the main stumbling-block to a settlement. In other words, this unjust and offensive legislation of 1865, undoubtedly passed by corrupt means, has served indirectly as the most powerful single support of the municipal ownership movement of the present. One result of this action was the incorporation in the Constitution of 1870 of a clause making it impossible for the Legislature thereafter to grant street railway franchises without local consent. A law was soon after passed limiting all such consents to twenty years.

The next event of critical importance in the street railway history of Chicago was the entrance into the field of Charles T. Yerkes. Mr. Yerkes had left Philadelphia under a cloud. He set up as a broker in Chicago in the early eighties, without capital, but possessed of great shrewdness and ability. He had the dare-devil courage of the highwayman, and, like the highwayman, he was without conscientious scruples as to the methods to be employed in accomplishing results. He was far-seeing enough to understand the possibilities of street railway development in a city like Chicago, and his Philadelphia experience had taught him the value, to the financier, of the ability to combine politics with business. Moreover, he still had powerful Philadelphia connections that furnished him with funds to float his Chicago projects. In 1886 and 1887 Mr. Yerkes, for himself and his associates, chief of whom were Messrs. Elkins and Widener, of Philadelphia, secured control of a majority of the stock of the companies in the North and West divisions of the city. Then began the most remarkable era of financiering and political manipulation that Chicago has ever known. Companies were multiplied and securities were piled on top of securities in the most confusing manner. Construction companies were utilized to benefit an inside clique. Politically, Mr. Yerkes became the most powerful factor in the community. He dominated conventions and made and unmade councils and mayors, all, of course, under cover as much as possible. Later he had nearly as much to say in naming Governors and in controlling the action of State Legislatures. Mr. Yerkes wanted more valuable grants than it was possible for the Council to vote him, under the law limiting all such grants to twenty years. He went to the Legislature of 1895 with bills that were passed without much difficulty, but their final success was blocked by the veto of Governor Altgeld. Angered at this defeat of his project, Mr. Yerkes decided to name the next Governor of the State himself and thus be sure of having a man who would carry out his wishes; and in this he succeeded. The Allen Law, authorizing fifty-year grants, was passed by the Legisla-

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ture of 1897 and signed by Governor Tanner. By this time, however, so much progress had been made with governmental conditions in Chicago that the city government, under the leadership of Mayor Carter H. Harrison, refused to make any grant whatever until the odious Allen Law should be repealed, and that law was repealed by the succeeding Legislature. From that time on the companies have been continually on the defensive.

The Chicago city government may be said to have reached its lowest level about 1895. The Municipal Voters' League was organized in 1896, and at the outset met with astonishing success in its effort to secure the election of better men to the City Council. In 1897 John Maynard Harlan, a member of the City Council, received approximately 70,000 votes as an independent candidate for Mayor on the issue of opposition to the Yerkes franchise policy. Carter H. Harrison, who was elected Mayor as the Democratic nominee, immediately took the leadership of the fight against Yerkes. After the repeal of the Allen Law he took the position that there should be no franchise renewals until after the Legislature should pass a law authorizing municipal ownership. It was not the intention of Mayor Harrison that this law should be actually utilized at once. His policy was to grant one more renewal franchise, which franchise should reserve to the city the right of purchase at some time not far distant in the future. He wished the city, when making the grant, to be in full possession of the power to utilize the right of purchase as soon as it should become available. Shortly after the repeal of the Allen Law, the Council committee, headed by Alderman Milton J. Foreman, began working out a constructive policy for the city. A bill giving the city full power to deal with the situation as it might see fit, including the power to municipalize, was prepared and presented to the Legislature of 1901 with the approval of the City Council. This bill failed of passage. When the Legislature met in 1903, however, public sentiment in favor of enabling municipal legislation had crystallized to such an extent that opposition was futile. The Speaker of the House, who tried to kill the bill under the gavel, was literally driven from the chair by infuriated members, and sought refuge behind barred doors in his private room. He was allowed to resume the chair only on the promise that he would give roll-calls in the future, and the municipal ownership bill, known as the Mueller Bill, thereupon was passed by both Houses and signed by the Governor.

Public feeling against the companies was naturally growing more intense all the time. But the situation was not yet hopeless for them. They could have secured a grant on fairly liberal terms. But they hoped to do better. They thought the outbursts of public feeling which they were witnessing were mere passing storms that would clear away and leave them again in control of the situation. In this respect, at least, Mr. Yerkes must be credited with keener insight than his fellow-financiers in the traction world. After the repeal of the Allen Law he had the perception to realize that the game as it had been played was up. He got his holdings together, and in the summer of 1899 sold out and left for London. The purchasers were chiefly Philadelphia and New York financiers with whom he had previously been associated. These men appeared to think that the trouble in Chicago was chiefly due to Mr. Yerkes's personal unpopularity. They thought that with him out of the way the franchise deal could still be engineered all right. Their first move was to organize a new corporation, the Chicago Union Traction Company, start the printing-press and put out new securities to inflate still further a capitalization already watered to the limit. These men had not been in control long before they discovered that they had been duped. One of their attorneys declared in open court that Mr. Yerkes had sold them a gold brick. It was discovered upon investigation that, in order to make a showing, dividends had been paid in the case of some of the smaller companies from borrowed funds. Yerkes had retained in small outlying companies still controlled by him operating rights of great value which it was necessary for the new owners to get control of. Naturally, the

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people of Chicago were not greatly impressed by the plea of New York and Philadelphia financiers that they must have franchise renewals on terms that would make good the enormous amount of watered securities held by them. The companies and the Council committee met to negotiate. When the city asked that the companies, in return for a twenty-year renewal grant, relinquish all claims under the ninety-nine-year act, Messrs. Auerbach and Govin, representing the New York owners of Union Traction stock, replied with a lordly air that this could not be done. Thereupon negotiations were broken off. However, the City Railway Company, which was not so excessively over-capitalized, and the stock of which was more largely held in Chicago, after a time reopened negotiations. Representatives of this company co-operated with the Council committee in framing an ordinance providing for a twenty-year renewal grant and a complete waiver of all claims under the ninety-nine-year act, with a stipulation that after the expiration of thirteen years the city might purchase the property of the company without any allowance whatever for franchise values. This ordinance, while supported by many public-spirited citizens, including Mayor Harrison, was combated from two sources. The Union Traction owners realized that if it should be passed and accepted by the City Railway Company they could never get a better one. The City Railway Company has stock outstanding to the amount of $18,000,000 par value, without any bonded indebtedness. Its tangible property has been valued by a competent engineer at $12,000,000. In order to prevent the City Railway Company from accepting the ordinance, a syndicate headed by J. Pierpont Morgan purchased at the rate of $200 per share a controlling interest in the City Railway. In later negotiations with the city this purchase was cited in support of the claim that the franchises now owned by the City Railway Company are worth $25,000,000. From the radical side the ordinance was attacked as being too favorable to the company. A referendum vote taken on the ordinance later, when it was no longer a live issue, and under circumstances peculiarly unfavorable to its adoption, was adverse by a large majority.

At the same election at which this City Railway ordinance was voted down Judge Edward F. Dunne was chosen Mayor on the issue of immediate municipal ownership. Early in his administration Mayor Dunne sent to the Council a message embodying alternative plans—one designated the "City Plan," the other the "Contract Plan." The "City Plan" looked toward direct municipalization under the Mueller Law. The "Contract Plan" was not an immediate municipal ownership plan at all, but was described as the "short cut" to municipal ownership. While presenting the two plans, Mayor Dunne gave his unqualified approval to the "Contract Plan." The Mayor's critics at once declared that he had abandoned the issue of municipal ownership on which he had just been elected. They said that if he could consistently favor a franchise grant to one set of men there was no reason why others could not with equal consistency favor a grant to the old companies, provided the terms were unobjectionable. So negotiations were again opened between the companies and the Council committee. This, to my mind, was the last opportunity for the companies. I believe the matter could have been settled in a way to leave them, for the time being at least, in possession of the field had they been willing to accept a grant running nominally for twenty years, but subject to city purchase on fair terms at any time, or at most at any time after five years. Fair terms in this case would include some allowance for present unexpired franchise rights of the companies. But, as usual, the companies overreached themselves. Mayor Dunne appeared to be floundering. The traction men thought the reaction had set in, and they demanded terms in the ordinance to which the public would not consent. The Council would not pass the measure. Moreover, the Council had pledged itself previously not to pass any ordinance until the people should have had an opportunity to express themselves thereon by referendum, and it seemed useless to submit to a referen-

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dum an ordinance criticised by influential elements that had favored the adoption of the ordinance previously proposed for the City Railway. After the failure of the Council to act upon either of the two plans he had previously submitted, Mayor Dunne had presented a third plan, which had been pending for some weeks when the franchise renewal plan fell through. All at once the Mayor's third plan was taken up by the Council and passed hastily, without any detailed consideration of its merits. This ordinance provides for the issuance of $75,000,000 worth of Mueller Law certificates for the purpose of acquiring a street railway system by purchase, construction, condemnation, or otherwise. If approved by the people, this ordinance will be a blanket grant of authority to the Mayor and Council to proceed to the acquisition of a municipal street railway system. Under the Mueller Law there is a distinction between municipal ownership and municipal operation. Before the city can operate, the question of operation must be submitted to the people as a separate proposition, and approved by three-fifths of those voting thereon. That question is to be submitted at the next election. A majority vote will suffice to carry the proposition for the issuance of certificates for municipal ownership.

That Mayor Dunne's municipal ownership ordinance will be adopted at the election of April 3 I have no doubt. Moreover, all things considered, I believe it should be adopted. I have very serious doubts, however, if municipal ownership will be attained under this particular ordinance. An affirmative popular vote on it is necessary to register the onward march of public opinion. A negative vote would be taken to indicate a reaction in sentiment on the part of the electorate and would lead to the resumption of negotiations between the city and the companies, with a certainty of failure again on that line. An affirmative vote will be taken to mean that the people are through with the old companies and that they might as well make up their minds to sell out and quit before they shall be forced out at further loss to themselves. If adopted, however, the ordinance itself will not bring early results. The way out, in my opinion, would still lie along another line—that is, through the adoption of a modified form of Mayor Dunne's so-called "Contract Plan." That plan will not only soonest bring order out of the present chaos, but it offers the surest and quickest road to municipal ownership.

I am of those who believe in the policy of municipal ownership and operation of the street-car lines of Chicago just as soon as that can be brought about on proper terms. My quarrel with those in Mayor Dunne's administration and elsewhere who look upon themselves as the only simon-pure advocates of municipal ownership is that they want the thing in advance of the time when it can possibly be brought about. The city of Chicago is, at present, powerless to issue additional bonds for any purpose, and hence can issue none for the construction or acquisition of street railways. The only way left to finance an immediate municipal ownership project is through the issuance of the certificates provided for by the Mueller Law, which certificates are to be a lien only on the street railways themselves and not a debt of the city, properly speaking. Now this certificate feature of the Mueller Law is admittedly experimental and of uncertain validity. The certificates will not sell on the market until the Supreme Court has pronounced them valid, and not then unless investors shall be satisfied of the feasibility and practical wisdom of the plan proposed. There will be at least eighteen months or two years of litigation over the various features of this ordinance, if adopted, before a thing can be actually done under it. Before the litigation is ended and a start can be made toward working out the plan Mayor Dunne's present term of office will have expired. While this ordinance gives the Mayor and Council power to go ahead, it does not require them to do so. The power is not liable to the abuse that would lie in a like grant of authority to issue regular city bonds, for the reason that the investors, having, in case of failure and foreclosure, no recourse except to the property itself, and the right to operate it for twenty years

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under a mortgage franchise, would be bound to satisfy themselves, before advancing the money, that it is not likely to be wasted. Before the time comes for action along the lines of this plan I am satisfied that numerous changes will be found necessary. In the meantime the need of speedier results than this method can afford will be evident to all. These results, I believe, can be best obtained through a modified form of Mayor Dunne's so-called "Contract Plan." The term "Trustee Plan" would have been a happier characterization. The essential idea of this plan, it may be worth noting in passing, was commended by Mayor Dunne's predecessor in office, Mayor Harrison, in his last message to the City Council.

Under this plan a franchise to construct or acquire a complete street railway system for the entire city would be granted to a group of public-spirited citizens, who should manage the property in the interest of the public and use all earnings in excess of a fixed return on the investment to retire the investment. When the plant should be paid for out of profits, the property would belong to the city, or it could be taken by the city at any earlier time when the city can find the money, either through the sale of Mueller Law certificates or otherwise, to reimburse the investors. The franchises of the existing companies began to expire July 30, 1903, a large mileage having already expired. There are other grants which clearly have several years to run, some as much as ten years. The third class comprises the lines which the companies claim under the ninety-nine-year act, and which are in litigation. Just so soon as the city shall show practical capacity to develop a rival system it is probable that the old companies will sell out at a reasonable figure. If they will not, the expired mileage will furnish the nucleus for a comprehensive system that will supersede the old in a comparatively short time.

The one thing evident in the Chicago situation is that the people demand and are going to have a new deal on the traction question.

THE CHILDREN'S PLEA

BY JACOB A. RIIS

READERS of The Outlook have not forgotten Sea Breeze with its hospital for crippled children, and the plea of Miss Laura Winnington when she lay dying in St. Luke's Hospital for a bigger institution that should repeat on a many times larger scale the success achieved there with that terrible scourge of ill-nourished childhood, bone tuberculosis. And they will recall the results that followed quickly: the visit of the President and Mrs. Roosevelt to Coney Island, and the raising of a large sum of money overnight, as it seemed, to realize Miss Winnington's dream. She closed her eyes upon this world with the knowledge that her wish was granted. Of the four or five thousand little cripples in New York's tenements with this ailment—hopeless unless the chance is given them of a life in the open on the seashore, summer and winter, until the healing forces of nature have done their work—only one in a hundred could find shelter at Sea Breeze. The new hospital was planned for at least ten times that number. The plans called for a building to cost a quarter of a million of dollars. John D. Rockefeller offered half that sum if the other half were raised before spring came again. The thing was to find a site.

It proved not so easy to get as had been supposed. On Coney Island there was no room. For a while it seemed as if there were none anywhere; as if the wave of pity for the forlorn little sufferers had swept on and out of sight, leaving cold selfishness and the greed of "property interests" in its place. Everywhere the door was slammed in the faces of the children's friends. No one wanted the cripples for neighbors. The seashore is for pleasuring, we heard; they would contaminate, ruin it. They did not know. Could they have seen them and

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what it all meant, they would never have let them pass. Verily, I think they would have given them the land for the asking. I know right well they would.

But they did not know. It became necessary to take land by condemnation, and it was resolved to kill two birds with one stone by hitching the plan to two prime needs of the city, viz., a great seashore playground for the people and a convalescent home for the sick and disabled poor who are daily crowded out of New York's hospitals by the tremendous pressure upon them, although wholly unfit to take up the battle of life again. A bill was prepared, with the consent and support of Mayor McClellan, empowering the city to take property on the seashore where it would. It is now at Albany awaiting action. Since then a public-spirited citizen, Mr. Edward P. Hatch, has offered two miles of shore front on Rockaway Beach at, it is said, half its value for this purpose, and it seems certain now that the plan of this great benefaction will be realized without too long delay. There has been too much already. The metropolis, with its unequaled location, has been singularly backward in grasping the opportunity to provide a seashore park for its people. A little while longer and it might easily have been too late. The overcrowding of our hospitals has long cried aloud for a convalescents' home as an act of plain humanity. These things speak for themselves. I had sat down to speak for the little ones here, when they came to plead their own cause, all unconscious of their mission.

The children at Sea Breeze had heard that I, too, had been laid away in a hospital for a while to tame a rebellious heart if I might, and nothing would do but they must write to tell me how sorry they were. So to-day the mail brought me a batch of their letters. I wonder if that carrier knew how much of sunshine and cheer his bag held. Here is five-year-old Max Gross, child of poverty and want, all the days of a long and weary year strapped to a frame that holds his little body rigid because his back is not like other children's, yet ever cheerful, ever hopeful, calling across the room to the doctor, "I am all better!" Poor little chap! Once, and only once, his tears fell; and when his nurse went to him in alarm, he sobbed out upon her sleeve that some one had said on the porch as he was carried by: "Max will not get better." "And I don't want to get dead and be an angel," was the cry that wrung the nurse's heart; "I want to get off my board and play first." Hear his message to me:

Dear Mr. Riis

I am very sorry you are sick. Are you on a board like me? I got a yellow pencil. I am writing this letter with the pencil. I am writing all myself, only someone is holding the pencil, too. Are you up?

A big dog bit Rags' eye. I think Rags belongs to Madge. Mary Maguire is dressed up like Miss Roosevelt. She has on a long veil. It is made of tissue paper. Maggie Brennan is dressed up, too. She is the bridesmaid. Come down again and bring Mr. Roosevelt. I would like to see you again. Good-bye, with love from your friend,

MAX GROSS.

Max came from a slum tenement. His parents are poor Jews. But the some one who held the pencil with him tells me that he hesitated over "Miss" Roosevelt. He had meant to say Alice, but did not think it was proper, and decided that it was not. The visit of the President to Sea Breeze is the proud tradition of the children that helps them over many a hard hour. They rehearse it again and again, usually with Max as spokesman. He forgets then the pain in his back, forgets the play that is not for him—never in this life—and remembers only the kind face that hovered over him and looked out of brimming eyes at his wasted frame. Then all Max's native optimism comes to his rescue with a rush, and he winds up his story: "I think the President will come back; for Dr. Wallace told him my name and he said, 'Max, I hope you will get better.' He had nice shining eye-glasses and a big laugh."

Max has one priceless possession—an umbrella Santa Claus brought him by special request "lest it should quick come on to rain when he was going across the porch with Louis;" and regularly every day, rain or shine, he goes down stairs in Louis's arms, hugging the precious thing to his board. The big children may believe that Santa Claus

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"came out of the cellar at Sea Breeze" when they had the Christmas-tree. Max knows better. He has the evidence always in sight.

Madeline Garland is Max's bosom friend. She is seven and her Sea Breeze name is Bumps, supposedly from the big freckles that cover her jolly little face and snub nose. Like Max, she lies all her days strapped to the board that looks so cruel and is so kind, and views the world about her "brimming over with joy," her nurse says. Sea Breeze is all the home she has ever known. Her mother is a widow and lives out. Here is her letter:

Dear Mr. Riis

Annie and Pasco and I and all the children are sorry you are sick. Do you have a bed outdoors like me? Is there a fire alarm in your hospital? We have fire drill here. Henrietta carried me out when the bell rang. Have you got some one like Henrietta to carry you out?

I am writing this letter myself, just like Max. Dear Mr. Riis, I hope you get better. Give my love to President Roosevelt. With love from your friend

MADELINE GARLAND.

And David Goldscher, the boy with the pale pathetic face that haunts me ever since I saw him standing propped up by his crutch, singing grace with the children at supper, the dreamy boy from the dark tenement in dark Allen Street where the elevated runs overhead, writes: "Now it is getting spring. I've seen lots of birds flying, and the ocean looks very still. Don't you think the sea would do you good, with the fresh air? Well, I hope you can come to see us soon and be all better."

Children of the poor! Yes, of the poorest. But shall we let such as these perish unhelped? Here in the hospital where I write are twenty such in the surgical ward, for whom only the seashore hospital holds out the promise of life. Every hospital has the same story to tell; every children's institution is filled with them. Thousands slowly tortured to death in the tenements! Think of it, you fathers and mothers with healthy, happy children; think of the little sober-faced patient at Sea Breeze that said of her friend who was seven and never would walk: "She used to play when she was young." Think of Pasco, aged thirteen, in the grave conference on the beach over the things they would do and be when they grew big: "I want to be a boy first." The Association for Improving the Condition of the Poor says it needs seventy thousand dollars yet for the building of the hospital. If I know my city right, it will not need to ask another day.

Sometimes it is to me as though in the brave patience of these stricken ones I caught a glimpse of the real things of life and their meaning to us who, with sound bodies, are strong and able to do the world's work. Only last week there came a letter from a crippled girl way out West whose mother I know, a hard-working widow, growing old with this sorrow at her heart that her only child can never be strong and well. "I used to lie awake the long nights after the doctor had told me," writes the girl, "grieving because I could never do anything. But that was years ago. I am earning my living now teaching school, and the crutch doesn't hinder me much. I shall be able to care for mother when she is tired. I even think I shall be able to save enough to take her back once more to the old home across the sea that she so longs for. And the thought makes me happy." Never do anything! What is there in all the world that money can buy that compares with the pleasure of doing for these, who do so much for us, all that human skill, that long-withheld chance, can do to ease their pain?

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A GROUP OF NOVELS[1]

A LITTLE group of novels recently published disclose unusual seriousness of mood and thoroughness of workmanship. The questions of the day touch matters so vital to life and art that there has come into the best fiction a note of pathos which escapes the paralysis of skepticism by courage if not breadth of vision. There is no form of writing so futile as the literature of futility; the unraveling of all the threads, the fading of all the qualities of character into a shabby gray, the growing indistinctness of a path which loses itself at the end in a waste of nothingness. Tragedy can be borne, for there is always a touch of greatness in it; but the interpretation of life as a meaningless grouping of things and persons in relations which cut no deep lines in character, and are themselves the accidents of an accident, is intolerable to a sane mind. Fate is a cruel God, but still a God, and under its iron hand, as in Thomas Hardy's stories, man has some touch of dignity and his destiny some grace of meaning; but a world which has no ruling energy or intelligence, and is a fortuitous collection of atoms, is a world which makes no room for thought. A man suffocates in the nightmare, not of a world which passes his comprehension, but of a world in which nothing counts either for tragedy or comedy.

In such a story as Miss Ellen Glasgow's "The Wheel of Life" there is no lack of tragedy of a pitiful kind, but the tragedy involves growth rather than waste, and out of the chaos of weak wills, self-indulgence, poverty of interests, and empty frivolity something definite and significant in character emerges. The people in this very seriously conceived drama of spiritual growth belong to the so-called "fast set," so mercilessly studied in "The House of Mirth." Miss Glasgow, like Mrs. Wharton, has made New York the background of her novel, but every large city and many small cities furnish the same conditions on a smaller scale and produce the same types of character. A vein of Orientalism, suggested by the title, runs through this novel, which deals, in its largest aspects, with the early illusions, the pain of education, and that enlightenment which involves, not rejection of the order of life, but acceptance of a spiritual scale of values and the subordination of the lesser to the greater. Through the four stages of impulse, illusion, disenchantment, and reconciliation the two chief actors move to a tempered happiness which is the fulfillment of a moral process and the justification of its inexorable and penetrating discipline. This interior movement does not obscure the exterior dramatic action of the novel, though it is occasionally over-emphasized by too much definition. There are broader contrasts of character than in "The House of Mirth," though not quite the same sureness of touch, the same sense of intimacy with the most elusive aspects of a well-defined though loosely ordered social group. Frivolity and vice are relieved by the play of light from the finer virtues across the picture, and the studies of character are done with the most delicate fidelity. The style shows a marked change, and approaches more closely the analytic and subtle selective process of those sophisticated writers who reflect a dominant, though, it may be suspected, not the deepest, mood of the period. It is to be hoped that Miss Glasgow will not go further in this direction.

Mr. Phillpotts has never sketched the

[1] *The Wheel of Life.* By Ellen Glasgow. Doubleday, Page & Co., New York. $1.50.
The Portreeve. By Eden Phillpotts. The Macmillan Company, New York. $1.50.
The Lake. By George Moore. D. Appleton & Co., New York. $1.50.
The Shadow of Life. By Anne Douglas Sedgwick. The Century Company, New York. $1.50.
The Jungle. By Upton Sinclair. Doubleday, Page & Co., New York. $1.50.
Folly. By Edith Rickert. The Baker & Taylor Company, New York. $1.50.
The Healers. By Maarten Maartens. D. Appleton & Co., New York. $1.50.
The Day Dreamer. By Jesse Lynch Williams. Charles Scribner's Sons, New York. $1.50.
The Truth about Tolna. By Bertha Runkle. The Century Company, New York. $1.50.
The Clammer. By William John Hopkins. Houghton, Mifflin & Co., Boston. $1.25.
On the Field of Glory. By Henryk Sienkiewicz. Little, Brown & Co., Boston. $1.50.

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loveliness and majesty of the Dartmoor country with a surer hand than in "The Portreeve," a story of elemental passion; one of those tragedies which flow from the focusing of the will, unrestrained by moral feeling or instinct, on a single object, and the ruthless direction of the intelligence and energy of a powerful nature to an end never obscured by intellectual hesitation or moral doubt. The office of portreeve has an ancient origin, and, although its authority has departed, is still an object of local ambition. The man who is chosen to fill it in this instance is frugal, sincere, tireless, and loyal to his principles; lacking in imagination, but well equipped for an effective and honorable career He has the misfortune to awaken the passion of a proud, self-centered, and self-willed woman, who adroitly breaks off a love affair with another by an audacious and daring expedient; and when, in the end, the Portreeve marries her rival, by a persistent and merciless use of the advantages of her superior position and wealth, blocks his progress, thwarts all his plans, and drives him to desperation and finally to death. The motive is one of the most repellent within reach of the novelist, and is worked out with unsparing boldness. The strain of the story is relieved only by its outlook on a landscape of noble hills and valleys transfigured by mists, and great reaches of mountain-side against which the mists move in sublime detachment.

No recent book is more difficult to describe and classify than Mr. George Moore's novel, "The Lake." It is a study of two contrasted temperaments rather than a novel; but it has a defined movement, and it culminates in a climax which falls short of a solution. A young Irish priest becomes interested in the teacher of the parish school, who has a lover, and when her condition becomes known preaches a sermon on her sin so pointed that she flees from the parish. Her disappearance lies heavy on his conscience, and he persuades himself that by driving her away he has probably become responsible for her ruin. She presently reappears in London, becomes secretary for a scholar who is absorbed in the critical study of the Old Testament, goes with him to the Continent, and eventually to Palestine. The story of the influence of the girl on the priest and the contrast between their characters is told in a series of letters, which gradually make the priest aware that what he regarded as spiritual interest in her welfare is a very human form of love. The unveiling of his state of mind is made with great skill and delicacy; the loneliness and narrow interests of the little Irish parish and the easy, vital relations of the girl with art, affairs, and life are set in a strong light; and the underlying motive is the contrast between the rigid conception of life of an undeveloped priest and the unhesitating and joyous acceptance of the life of intellectual curiosity by a woman who follows instinct with a free heart. The text is largely descriptive of landscape, interesting localities, and pictures, with easy play of criticism on the priest's way of thought and life. The lake which gives the book its title has as great a part in the unfolding of the story as the moors in Mr. Hardy's stories, and its changes, moods, and reflections are reported with delicate and searching skill. Mr. Moore's work is notable for skill of analysis and for charm of style, but it is as free from moral feeling as if there were no guides in the world save instinct and impulse; herein lies the limitation which keeps it out of the class of lasting fiction.

What is "The Shadow of Life"? Love or Death? In this beautiful and relentless picture (if such glowing and vital writing as this can be designated by so passive a name) Miss Sedgwick compels us to stand beside her as she uncovers the mental and moral processes of two noble natures. It is rare to find childhood as exquisitely described and as perfectly understood as the childhood of Eppie and Gavan. The air of the moors, the lowering or the sunny sky, the boy and girl, with Robber the little dog, are more than a mere picture—they live. A lonely, sad boy, Gavan came to Scotland, leaving his idolized mother alone with her brutal husband in the arid glare of Indian army circles. Already the shadow of pain and shame stretched itself across the boy's horizon. Eppie, ten years old, and four years younger than Gavan, was

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"a dear little girl," whose atmosphere was sparkling with vigorous though entirely childlike helpfulness and keen sympathy. When Eppie was angry or grieved, she howled; when Gavan was grieved, he shrank within himself. So the story opens—in unusual beauty. For many years the two friends did not meet—and only when Gavan was thirty did he revisit the old house on the moor. From that moment the conflict between the two natures raged. Gavan had become a mystic, Eppie clung boldly to life and love. In this period the author displays her remarkable powers of analysis and her capacity for dispassionate observation. Any thoughtful reader will linger, absorbed by the struggle between these friends, developing into a strange, overpowering, reluctant, renouncing love. Eppie never flinches from her purpose to overcome death in Gavan—the lifeless, selfless death of the dreamer, who has abdicated personality, and to whom all earthly things are delusions and all apparent life only the insignificant movement of the particles in a kaleidoscope shaken by an unknown power. She shatters herself upon him, and even in dying glows with the radiant life that has been her faith. She is the one flaw in Gavan's accepted theory; she brings him back from his acquired peace and makes him understand suffering and love. The story is a tragedy of souls. In the end, though in reality Eppie had nothing, "her triumph was shadowless," and for him "a hand stretched out from the past would seize him, a shudder, a pang, would shake him, and he would know that he was alone and that he remembered." Eppie and Gavan so dominate the scene that other admirably drawn characters, the sweet family life on the moor, the strong, worldly, and yet unselfish lover, Jim Grainger, and the cleverly indicated settlement workers in London, with one or two minor persons, are undeservedly in the background. In the end Life is stronger than the Shadow, and though in apparent defeat, it triumphs.

In "The Jungle" Mr. Upton Sinclair is trying to do two things—to expose and denounce as intolerable the conditions of life and work in Chicago's "Packingtown," and, secondly, to prove by argument that National Socialism is the only cure for such evils. Artistically speaking, the joint between these two parts of his book is too obvious; he begins in the fiercest light of melodrama and ends like a lyceum lecturer. Moreover, this difference between the "exposé" and the argument precisely illustrates the author's temperamental defect—he is strong at destruction, weak at construction; at his best in invective and denunciation, ineffective in persuading and inspiring. There is doubtless room for improvement in the packing-houses, in the treatment of labor—the writer of an article in The Outlook at the time of the stock-yards strike quoted one of the largest employers as saying, bluntly, that when, in fixing wages, he was asked to consider the employees' conditions of living or his own profits, there was nothing to do but fight. There is also a general belief that the sanitary and manufacturing aspects of the stock-yards should be improved, in the interest of the consumer as well as of the workman. If this book helps to secure more rigid inspection and more drastic regulation, it will deserve praise. But to select a single family of Lithuanian workers, to pile upon their devoted heads every hardship and injustice imaginable, to disgust the reader by dragging him through every conceivable horror, physical and moral, to depict with lurid excitement and with offensive minuteness the life in jail and brothel—all this is to overreach the object. One remembers that it is very easy, in fiction, to mingle the true with the imaginative; that even things actually terrible may become distorted when a writer screams them out in a sensational way and in a high-pitched key. In short, Mr. Sinclair's indictment of the employing classes would have been more convincing if it were less hysterical.

Miss Edith Rickert, whose first novel, "The Reaper," will be remembered for its delicacy of feeling and charm of style, now presents in her second book, "Folly," a story of an altogether different type. If it be held that any account in fiction of a passionate love felt for a man other than her husband by a married woman is inadmissible in the English novel, then

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this story must be passed unread. But the problem underlying the story is not so much one of passion as of character. The psychology of "Folly's" development from a rather frivolous and whimsical creature to a woman of force and courage is both subtle and singular. The key is found in the fact that what had been a shallow and careless flirtation becomes deep-seated and uncontrollable devotion only when "Folly" learns that the man in question is dying slowly of an incurable disease. She deserts home, child, and husband, but finds that she may not be either the dying man's nurse or mistress. He solves the problem by slipping away to die in a distant country, and in the end "Folly," through a life of devotion to other helpless ones, recovers her poise and begins a sane life. All this is of course rather depressing in substance, but the difficult theme is worked out with reserve and discrimination.

Maarten Maartens's "The Healers" is a puzzling book if one seeks to find its philosophic purpose, but looked at as a picture gallery of carefully etched character portraits it is immensely entertaining. As compared with the author's earlier books, such as "God's Fool," it is less impressive and certainly less clear in its suggestion of the beautiful and noble in human effort, but, on the other hand, it is constantly witty and sometimes epigrammatic. This seems all the more notable when it is known that idiocy and insanity, their nature and distinction, underlie the story and that the "healers" are types of the microbe-theory scientist, the hypnotic-influence expert, the psychopathic doctor, and the ordinary alienist. While this sounds formidable, the story is in point of fact agreeable and even fascinating reading. The men and women described are alive and are interesting in an unusual degree.

Among the entertaining stories of the season a first place must be given to Mr. Jesse Lynch Williams's "The Day-Dreamer," an expansion of a shorter story which was widely read and enjoyed. There is a general stir in this novel which successfully simulates the rush of a daily newspaper office when the presses are in motion and the "stories" are coming in from every quarter. The reporter's slang, which is a kind of dialect known only to the initiated, is freely used, and the narrative bristles with expert knowledge of reportorial ways and speech. "The Truth about Tolna" also has a good deal of journalistic quality, and deals with a novel situation with much gayety and easy-going handling of persons and situations. The dialogue is more successful than the construction, and, as a very light comedy which often passes over into farce, Miss Runkle's long-expected second novel has some interest; it can hardly be counted a successful piece of fiction. Of Mr. Hopkins's uncompromising romance, "The Clammer," much might be said in praise of its quiet, rather old-fashioned style—leisurely, meditative, and well-bred. There is no plot; only an uneventful love story, with a man of solitary habits, who digs clams because it amuses him, and makes a garden, and keeps clear of his neighbors, a charmingly drawn girl, a rich father who is not spoiled, and a proud mother who is humanized by the birth of a grandchild. There is a good deal of landscape and sky and sea in the narrative, which depends for its charm largely on atmosphere and sentiment. Mr. Sienkiewicz's "On the Field of Glory," already spoken of in The Outlook, has much of the fire, action, humor, and stirring historical interest found in his famous Polish trilogy of romances.

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THE MENACE OF PRIVILEGE[1]

WHAT is the cause of the grave changes that are coming over the American Republic?—the extraordinary inequality in wealth distribution, class feeling, the aristocratic idea, lowered morals among the rich, moral deterioration among the working masses, militant trade unionism, perversion of courts, illegitimate use of militia, corruption of politics, limitation of freedom of press, university, and pulpit, centralization of government, foreign aggression. The answer is, the appearance of Privilege. This volume strives to show how special privilege underlies these ominous appearances. The remedies proposed are, "Tax land monopoly to death" and "Take all public highway functions into public hands."

The foregoing paragraph condensed from the Preface must here suffice to indicate the nature of this book. The style is excellent, the spirit earnest, the vision clear though not unprejudiced. The son is more than the pupil of his father, he is his father's heir. In clearness and cogency of presentation this volume is scarcely inferior to "Progress and Poverty." There is much in this volume that is true, much that needs to be said, much that is well said. The difficulty with the book is that its view is both a partial view and a short view. It is partial because the author does not recognize the advantages, both moral and economic, which have come in with the era of industrial combination. It is a short view because the author does not recognize the important fact that we confront not the origin but the recrudescence of Privilege.

During the eighteenth century Privilege reigned supreme in Europe. It was open, unconcealed, avowed. The results of it in France Taine has described in "The Ancient Régime;" the results in England Lecky has described in his "History of the Eighteenth Century." Against this reign of Privilege the French Revolution was a revolt on the Continent, the American Revolution was a revolt for Great Britain as well as for her colony. The era of Privilege was followed by the era of individual liberty. Jeremy Bentham was its prophet. His doctrine involved three propositions: (1) That the true end of government is the greatest good of the greatest number; (2) that each individual is the best judge of his own interests; (3) that if we leave each individual free and untrammeled in industry, and with an equal share in government, the interests of all will be well cared for. It is always true that the just end of government is the greatest good of the greatest number; it is sometimes true that the individual is the best judge of his own interests; it is never true that the interests of all will be well taken care of by a system which incites all individuals to struggle each for his own interests. Privilege, which was driven out to the tune of the Rogues' March at the close of the eighteenth century, has been creeping in since, without banner or music, under individualism, until it sometimes seems as though it were as firmly ensconced in its old chair as it ever was.

Individuals in their struggle for self-interest instinctively combined. They protected their interests, whether they were capitalists or laborers. And as all is "fair in war," the morals of trade necessarily suffered when industry became a war between organized labor and organized capital over the products of their combined industry. The notion that every individual should vote for his own interests, that so the interests of all may be secured, has brought back a corruption into government almost as sordid as that which had been scourged out of government. Law in a commercial age is naturally first of all a bulwark of property, and the courts, instinctively defenders of property, have leaned toward the side of Privilege because it was the prerogative of property. The press has become a great property, and so the defender of property privileges. The

[1] *The Menace of Privilege.* A Study of Dangers to the Republic from the Existence of a Favored Class. By Henry George, Jr. The Macmillan Company, New York.

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university, more concerned with the history of the past than with plans for the future, has been by its very nature conservative; and conservatism in a commercial age means protection of Privilege. The Church, for reasons not quite easy to understand, has become the institution of the commercial classes, and "like people like priest" has made the Church sometimes the advocate of the commercial classes and generally timid in rebuke of its iniquities. Even in Hebrew history we recall only one Nathan who said to the king to his face, "Thou art the man." Never was a falser notion than the notion that a free conflict of self-interests would secure purity in government or peace or prosperity in industry.

And yet Privilege holds no such vantage-ground in this beginning of the twentieth century as it held in the close of the eighteenth. Then it was backed by the Church; now the worst that can be said of the Church is that it is too often either silent or unintelligent. Then the only public opinion which was recognized and the only conscience which was educated supported Privilege; now both public opinion and the public conscience are either clamorous against it or doubtful about it. Once Privilege possessed all the powers of government, the people none; now the people possess all the powers of government, and need only to know how to use them. Once neither pulpit, press, nor platform was free. Mr. George's "Menace of Privilege" published in the eighteenth century would have landed him in the Bastille; in England it would have landed him in Fleet Street or in the Tower of London. Meanwhile a century of education has taught us that we cannot protect our individual interests except by combinations, capitalistic, industrial, and political, which recognize that an injury to one is an injury to all and a benefit to one is a benefit to all.

As to remedies, we agree with Mr. George's first and we disagree with his second. Natural land values belong to the people, and they can and ought to be secured, at least measurably, to the people, by the simple method of what Mr. Shearman has well called "Natural Taxation." As to public highways, we would make the attempt to resume the value of the franchises so recklessly given away, by putting a legitimate taxation upon the possessors and operators of the railroads, and to secure the public administration for the public benefit by Governmental regulation enforced by public opinion. If this should fail, it will then be time enough to consider the experiment of Government ownership and administration.

Comment on Current Books

Amaryllis at the Fair In his introduction to this edition of what we believe was the sole novel written by Richard Jefferies, the English student and lover of nature, Mr. Edward Garnett declares that, although it is true that this is not a novel in the ordinary sense, and that critics have with touching unanimity said that Jefferies should have stuck to essays in natural history, it is nevertheless also true that "here will be found, united and mingled, the song of the wind and the roar of London, by those who do not bring the exacting eye of superiority to this most human book." So considered, the book may be found worthy of careful reading, although nothing could be more wooden and unnatural than the talk of some of the characters. (Amaryllis at the Fair. By Richard Jefferies. E. P. Dutton & Co., New York. $1.50.)

Brown of Moukden Mr. Herbert Strang, evidently from an intimate acquaintance with the country and people, has written a capital story for boys, in which several characters entangled in the late Russo-Japanese war figure. Brown of Moukden, an English merchant, suddenly disappeared under Russian auspices. His son, a bright lad, determined to save what he could of his father's property from Russian confiscation, and also to find where his father had been "deported." In the search a plot is uncovered which involves a pretty Polish girl, the daughter of a noble. With all this material the clear head and clever

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pen of the author make an admirable piece of work. (Brown of Moukden. By Herbert Strang. G. P. Putnam's Sons, New York. $1.50.)

The Challenge Warren Cheney, author of "The Way of the North," knows his Alaska and the Russians there thoroughly. There is in this story a restrained dramatic intensity very grateful to the artistic sense. The fatal tide of the "draw" in the harbor of Lityua Bay is no more remorseless than the passion for revenge in the bereaved heart of the Russian priest. The beauty of the flower-covered hills in the hot summer is no purer or more true to nature than the simple yet perfect love between Ivan and Motrya. The mingling of abject superstition and hard common sense touched with humor in the Russian people offers the most inviting material to a skillful novelist. (The Challenge. By Warren Cheney. The Bobbs-Merrill Co., Indianapolis, Ind.)

Easter Cards We have received an interesting and artistic series of illuminated Easter cards bearing such titles as "Sorrow's Queen" and "Pasque-Flowers." The designs are in part adapted from old missal illustrations, and the designer, Mrs. Hugh L. Burleson, of Fargo, North Dakota, has evidently taken pains to make the designs appropriate to the season and to the individual text matter. Bishop Mann and Dean Burleson are the authors of the legends and poems on the cards. The price of these cards is thirty-five cents each, and they may be obtained from Messrs. E. P. Dutton & Co., Dodd, Mead & Co., or Edwin Gorham, of New York City.

Expositions of Holy Scripture Dr. Alexander Maclaren is widely known in the British and American churches as a gifted expository preacher. The present volume, containing some fifty discourses on subjects taken from the book of Genesis, begins a series intended to cover the entire Bible, in which the fruits of his lifelong study in the expository line are to appear. However one may dissent from Dr. Maclaren's occasionally non-critical valuation of his text, and notwithstanding his sometimes reading a lesson into instead of out of the text, he is an adept in unfolding the universal spiritual lessons which wait for the discerning eye throughout his field. (Expositions of Holy Scripture: Book of Genesis. By Alexander Maclaren, D.D. A. C. Armstrong & Son, New York. $1.25.)

The Genius The shadow of sad Russia stretches itself across this story, and the author, Margaret Potter, proves herself quite capable of producing a finely conceived and well-executed picture of conditions in that land. The development, through much hardship, sorrow, and dark knowledge of the evil world, of the genius of a great musician, is traced from a boyhood sheltered by intense mother love, through youth and manhood open to the blasts of hatred and injustice, to a sad and hopeless end. The soul of the artist met disappointment, though the man achieved artistic success. There is an irresistible fascination about the great gray land which captivates the imagination and proves an endless treasure to both writer and reader alike. (The Genius. By Margaret Potter. Harper & Brothers, New York. $1.50.)

A Good Shepherd Grace Church in New York, at the point where Broadway, till then oblique to the meridian, turns into it and runs straight toward the pole star, may seem by its situation happily suggestive of the aim of these sermons by Dr. W. R. Huntington from its pulpit. The title of one of them, "Facing Inevitable Change," gives expression to the thought that seems to brood over others of them—recognition of change coupled with intentness on certainties unchangeable. Timely as they all are, some are especially so, as that on "The Afro-Americans," from the text, "Lo, the people shall dwell alone." The discourse from which the volume takes its title commemorates the late Frederic D. Huntington, the first Bishop of Central New York. (A Good Shepherd and Other Sermons. By William Reed Huntington, D.D. Thomas Whitaker, New York. $1.25, net.)

The Hill This is one of the best among the many stories of English school life. Harrow-on-the-Hill is the scene where a lifelong friendship between two of the boys began. There was nothing conventional or easy in the attraction they felt for each other. One, the popular, handsome, well-born son of a man high in state councils; the other, adoring the first with a boy's full sentiment, was a steady, rather plodding son of a widow, but nephew to a noted explorer, whose deeds were recorded high in Harrow's hall of fame. Socially the two boys were equal. In their individualities was the contrast that made, in the end, for friendship. One cannot doubt that the author, Horace A. Vachell, presents an accurate view of school life and influences. The robust, manly training given to English boys, when certain elements of brutality are eliminated, fits them to take their honored places all over the world as the molders of governmental policy, the uncompromising opponents of venality. Just

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this sort of training did these Harrovians get, and some of them responded to it and were worthy. An admirable book for boys. (The Hill. By Horace A. Vachell. Dodd, Mead & Co., New York. $1.50.)

The Idlers Mr. Roberts is one of the ablest of the latter-day group of English fiction writers, so far as regards clearness, directness, and tenseness of situation. But the present story seems to us deplorable, if not reprehensible, because it is cynical and too realistic in its presentation of viciousness and decadence in fashionable London society. It is true that the wrong-doers, and especially one woman whose character and conduct are utterly abominable, meet with disgrace and suffering in the end, so that the novel may be said in a way to carry a moral; but this does not seem to us to free the book from the charge that its influence would be bad rather than good. (The Idlers. By Morley Roberts. L. C. Page & Co., Boston. $1.50.)

Judith A romance set in an Ohio town a half-century ago, during the lull between the Mexican War and the Civil War. The author, Grace Alexander, conveys to the reader the sense of the bygone customs and modes of thought, and she is ably seconded by the illustrations. It is a wholesome story of true love sacrificed to a high sense of honor and devotion to painful duty. While there is nothing startling in the plot, it is refreshing to read of men and women obedient to moral and religious principles, even though the novel-reader may smile and call them stiff and slow. (Judith. By Grace Alexander. The Bobbs-Merrill Company, Indianapolis, Ind.)

The Liberty of the Press The very first amendment adopted for the Constitution of the United States was that which forbids Congress making any law abridging the freedom of speech or of the press. What existed in this country before that time in regard to the freedom of the press is told in a most interesting and curious way in this monograph. The several chapters take up the question as it existed in Massachusetts, Pennsylvania, and the Southern colonies, while the conclusions reached in the final chapter show that at the close of the period under discussion there was really no liberty of the press as we now understand the term. How rigid the old practice was in Massachusetts may be seen by quoting the utterance of Governor Blackwell to the famous William Bradford. The latter having intimated that he had never heard any rule against his printing such things as he might desire, the Governor replied: "Sir, I am Imprimatur, and that you shall know. I will bind you in a bond of £500, that you shall print nothing but what I allow of; or I shall lay you fast." (The Liberty of the Press in the American Colonies Before the Revolutionary War. By Livingston Rowe Schuyler, B.D., Ph.D. Thomas Whittaker, New York. $1, net.)

Marcelle the Mad A stirring tale of love and adventure in the time of Charles the Bold and his father, the Duke of Burgundy. The author, Seth Cook Comstock, is able to sustain the appropriate historical tone and yet infuse much vigor into the scenes. Despotism, outlawry, injustice, cruelty, and loyal love and devotion go to the making of the romance. The closing scene is the sad procession of exiles leaving Liége at the harsh command of Charles. In this procession walk the hero, Sieur d'Orson, a former follower of Charles, and Marcelle the Mad, leader of the outlaws—absorbed in their mutual love. (Marcelle the Mad. By Seth Cook Comstock. D. Appleton & Co., New York. $1.50.)

Mental and Moral Heredity in Royalty This "statistical study in history and psychology" by Dr. Frederick Adams Wood, of the Massachusetts Institute of Technology, is a work of the first class in its department of research. Galton and others have maintained the predominating influence of heredity on character, but Dr. Woods has demonstrated it by a more rigorous scientific method; indeed, by several distinct methods, including the mathematical. He takes up what Galton avoided, the study of modern royal families, whose pedigrees, being traceable much farther than those of any other class, promise to yield the most conclusive settlement of the conflicting claims of heredity and environment to be the determining factor. The body of his work is a study of eight hundred and thirty-two characters belonging to the royal houses of eleven European countries. These individuals, men and women, distributed into ten grades of mental and moral worth, separately based on historical estimates, make out an indisputable case for the superior potency of heredity. At the same time they correct some popular impressions, especially as to the supposed evil effect of the intermarriage of persons near akin. The royal breed, taken as a whole, leads all others in Europe. "Where else could we take eight hundred interrelated names at random and find twenty-five world geniuses?" If genius for science and art is maintained through fewer generations than genius for government and war, it is because there is more intermarriage of the great governing families. The best in-

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heritable influence in Europe appears in the present royal family of Great Britain. Over a hundred portraits are introduced, in which there appears physical inheritance accompanying the mental. It appears also that there is a clear correlation of mental and moral qualities. Moral improvement tends to mental. The morally superior survive, and the inheritance of moral and mental excellence yields the optimistic augury of "the necessary progress of mankind." (Mental and Moral Heredity in Royalty. By Frederick Adams Woods, M.D. Henry Holt & Co., New York. $3, net.)

Novels of Edith Wharton

The fact that seven volumes of novels and stories by Mrs. Wharton have now been brought forth in a uniform and pleasing edition is simply another testimony of the fact that her work in fiction has been recognized by the general reading public as it deserves to be. One can hardly fail to notice, in looking over this set of books as a whole, that Mrs. Wharton's talent and power touch life and literature in a surprisingly varied number of ways, and that her ability is far from being restricted to a single class of subjects or to a single manner of writing. The illustration by Walter Appleton Clark is for the most part superior to that which appears in our day in novels. (The Novels of Edith Wharton. Uniform Edition. The Valley of Decision. The Descent of Man. The Greater Inclination. The House of Mirth. Crucial Instances. The Touchstone. Sanctuary. $1.50 per volume for the first four; $1.25 for the others. Charles Scribner's Sons, New York.)

Sex and Character

Here we have an "Athanasius against the world," but in a notorious rather than a noteworthy sense. The author, Otto Weininger, divides the female sex into the "mother type" and the "prostitute type," and in "the ethical point of view" places the latter "higher," regarding maternal love as "not true love . . . not of moral origin." In his view woman "is merely non-moral." She is characterized by "shamelessness and heartlessness." Only man has a "share in ontological reality." "Women have no existence and no essence; they are not, they are nothing." It does not surprise us to be told that such a philosopher died by his own hand at the age of twenty-three. It does surprise us to find him taken seriously and even praised by newspapers in Germany, where his work has passed through six editions. It is there said to be scientific, but his statement that "modern psychology is essentially womanish" is enough to stultify that claim. And now it has been thought worth while to put this preposterous charlatanry into an English dress! (Sex and Character. By Otto Weininger. G. P. Putnam's Sons, New York. $3, net.)

Some Trinitarian Forgeries

These "forgeries" consist in erroneous translations of Biblical texts. Trinitarianism is, in the author's view, a "poisonous" and "bloody" doctrine. His argument is certainly handicapped by its rancor. But he makes some good points. Why should the Bible Society continue to print the famous passage about the Three Witnesses in heaven (1 John v. 7), now universally acknowledged to be a late interpolation? (Some Trinitarian Forgeries Stated by a Monotheist. The Grafton Press, New York. $1, net.)

Under Togo for Japan

Mr. Stratemeyer in his latest boys' story takes some of his former characters to the Far East and places them, without much regard for probability, in the forefront of the Battle of the Sea of Japan, so that the reader at times wonders whether Admiral Togo or Larry Stryker was the real hero on that occasion. Like the author's other stories, this makes no pretense at literary finish but has action in abundance. It will probably please most boys. (Under Togo for Japan. By Edward Stratemeyer. Lothrop, Lee & Shepard Company, Boston. $1.25.)

The Works of Theodore Roosevelt

The third and fourth volumes of the President's Addresses and State Papers of Theodore Roosevelt bring these papers down to the last Message of the President, December 5, 1905. We do not recall any other President whose state papers and public addresses have been of such a character as to call for publication in popular form for general reading. Mr. Roosevelt's intensity of conviction and popular sympathy, his masterful nature showing itself in his athletic style, and his high moral ideals combined with practical common sense, make these volumes valuable as literature as well as important as a part of the history of the country. We cannot understand how the publishers should have given them to the public without any table of contents. (P. F. Collier & Son, New York.)

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Letters to The Outlook

SHIP SUBSIDIES

When you speak of the important bill for the restoration of the American merchant marine, which has just passed the National Senate, as "totally vicious in principle," you use strong and bitter language, and I think you owe those American citizens who differ with you the privilege of a temperate reply.

Let us take a specific instance: There are no American steam lines, no regular and efficient communication of any kind, between our ports and the chief ports of South America. American Ministers, consuls, merchants, and travelers unite in declaring that we can never have adequate trade with our neighbors until we offer transportation facilities equally as good as those provided through national aid by Europe. President Roosevelt, who approves this shipping bill and urges its immediate passage by the House of Representatives, says significantly in his recent message to Congress:

> It cannot but be a source of regret and uneasiness to us that the lines of communication with our sister republics of South America should be chiefly under foreign control. It is not a good thing that American merchants and manufacturers should have to send their goods and letters to South America via Europe if they wish security and despatch.

The chief British steamship service to South America was created by a subsidy of $1,350,000 a year—and another subsidy of $200,000 has lately been given to create a new British cargo line to the West Indies. All the maritime world has found that regular and efficient steam communication cannot be secured at first without national assistance. Germany of recent years has given a subsidy of $1,330,000 to a new line to Asia and Austria. Italy, France, and Japan subsidize everything afloat. The United States is the only nation which leaves its ocean carrying to the chance, half-hearted work of foreigners.

A majority of Congress agrees with President Roosevelt that this is "not a good thing"—that it is "a source of regret and uneasiness." The Outlook, on the other hand, protests that National aid to mail lines and to cargo ships, after the fashion of the pending bill, is "totally vicious in principle."

Is it "vicious" to offer a subvention of $300,000 for an American steam line to Brazil, and $375,000 for a line to Argentina?

Is it "vicious" to grant aid to lines of cargo ships, which, in the words of President Roosevelt, "are of even more importance than fast mail lines, save so far as the latter can be depended upon to furnish swift auxiliary cruisers in time of war"?

Is it "vicious" for the United States to endeavor to provide for its merchants, manufacturers, and farmers mail and freight facilities on the great trade routes of the world at least equally as good as those provided for their foreign rivals by the subsidies of foreign governments?

Is it "vicious"—"totally vicious in principle"—for the United States to seek by National subventions to create a naval reserve of auxiliary ships and seamen, the lack of which has just helped to ruin Russia and the possession of which has helped to save Japan?

On sober second thought, is it not manifest that The Outlook, in its hatred of protectionism, has urged the free-trade theory to its *reductio ad absurdum?* If Great Britain can consistently expend $1,500,000 a year on steamship subsidies to South America, cannot the United States, whose national rights and interests there are far larger, spend at least half as much? Nor can the terrible Dingley tariff be invoked—for while the British Government "taxes" South American coffee and cocoa, 98 per cent. of our imports from Brazil and more than 80 per cent. from all South America are free of duty.

HARVEY D. GOULDER,
President the Merchant Marine League.

[The Outlook did not say that the bill in question was totally vicious. What it did say was this: "The Outlook has repeatedly recorded its belief that the theory that the whole people may be taxed to provide bounties for a comparative few carrying on one particular business is totally vicious in principle, and here reasserts the belief and applies it to the measure now in question." To any one who reads the entire paragraph it is perfectly obvious that the application to the bill did not include disapproval of mail contracts in which the service rendered is a fair return for money paid, nor for other payments in which there is a direct and positive compensatory advantage, nor was the question of a naval auxiliary reserve touched upon.—THE EDITORS.]

STREET RAILWAYS: BOSTON AND GLASGOW

In view of the great discussion that has been recently taking place in regard to municipal operation and ownership of street railways, I would like to give a few figures

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comparing the street railways in Boston and Glasgow. These cities have a population of, roughly, 600,000 and 790,000, respectively. Thus Glasgow is almost a quarter again as large as Boston. In Glasgow the street railways are owned and operated by the city, and in Boston they are owned and operated by private corporations, with the exception of the subways, which are owned by the city and operated and leased by private corporations.

In Glasgow there are 150 miles of track, 682 cars, and 132,557,724 passengers carried each year. In Boston 440 miles of track, 4,594 cars, and 241,681,945 passengers carried each year. By this it is seen that Glasgow does not know anything about a large line. It is also seen that Glasgow should make a large profit when she carries so many passengers on such a small scale. The above figures were taken in the same year for both cities—and, although they may not be absolutely accurate, they are very nearly so, and the conclusions which I shall draw will not be affected by any inaccuracies which may exist. Boston runs lines which do not pay now, but which the company believes will pay when the suburbs build up, the new roads helping to build them up. Boston also runs cars ten miles into the country, Glasgow only about five. It has been said that the Glasgow fares are cheaper. The fares are 1 cent for half a mile, 2 cents for 2½ miles, 3 cents for 3½ miles, 4 cents for 4½ miles, 5 cents for 6 miles, 6 cents for 7 miles, etc. In Boston the fare is 5 cents for any distance—the maximum being 10 to 21 miles. Besides, the purchasing power of a halfpenny (cent) is greater than the purchasing power of a cent here. Taking all things into consideration—the purchasing power of a cent, etc.—we find the fares are higher in Glasgow. One result of the differences in the systems is that travel and moving to the suburbs is much greater in this country than in England. Mr. Donald, in his article in The Outlook for June 17, 1905, on "Municipal Ownership of Street Railways in Glasgow," states that "British people have not acquired the traveling habit to the same extent as Americans. A larger number of people want to travel a mile than to go five miles; but, unless the fares were low for short distances, British people would not take the cars." This may be so, and may be the reason for the city not extending its lines into the suburbs and trying to build them up. But the result of the differences in the systems is that we disperse our population while they do not. In 1891 33 per cent. of Glasgow's population was living in one-room tenements. At the same time in Boston only 1½ per cent. lived in one-room tenements. It can readily be seen that this has an important effect upon the health and morals of a city. It is well known that private corporations will take chances that the Government and city will not—as in extending lines out into distant suburbs with the hope of building them up and making the line eventually profitable. Few cities would agree to build railways which would have to be run without profit for a number of years, in hope of future profit. This is the difference between railroads in the United States as compared with railroads owned and operated by the Governments of a country abroad—as Germany. In the United States corporations have built railroads hoping in time to develop the resources of the country, looking for future profits.

The reason I have not compared the Glasgow street railways with street railways of another English city owned and run by private companies is that under the conditions imposed in England on private companies hardly any one could run tramways.

This article is written to show a grave fault. In Glasgow doubtless the employees are better paid and have shorter hours than in Boston. But is it not better for us to have our population spread out through the suburbs and have private companies run our street cars, charging a uniform fare for either a long or short distance, than to have our population congested in the city, with the city operating the cars, and charging fares to suburbs so high as to be nearly prohibitory?

R.

Cambridge, Massachusetts.

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A coating on the sensitive parts will protect the feet from being chafed or blistered by new or heavy shoes. **MECHANICS, SPORTSMEN BICYCLISTS, GOLFERS,** in fact all of us, are liable to bruise, scratch or scrape our skin. **"NEW-SKIN"** will heal these injuries, **will not wash off,** and after it is applied the injury is forgotten as **"NEW-SKIN"** makes a temporary new skin until the broken skin is healed under it. **"Paint it with "New-Skin" and forget it"** is literally true.

CAUTION: WE GUARANTEE our claims for **"NEW-SKIN".** No one guarantees substitutes or imitations trading on our reputation, and the guarantee of an imitator would be worthless any way.

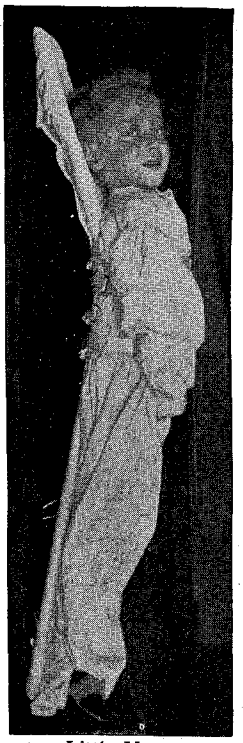
ALWAYS INSIST ON GETTING **"NEW-SKIN".**

Sample size, **10c.** Family size (like illustration), **25c.** Two ounce bottles (for surgeons and hospitals), **50c.**

AT THE DRUGGISTS, or we will mail a package anywhere in the United States on receipt of price.

Douglas Mfg. Co. Dept. E
96-102 Church Street, New York.

Sea Breeze Its Work for Maimed and Crippled Children



Little Max

44 at Sea Breeze.
4,500 in New York City.
60,000 in the United States.

OUR PURPOSE:

To plead the child's right to protection against tuberculosis;

To inform consumptive adults that their neglect of simple precautions may inflict upon their helpless children another dreadful form of their own malady;

To persuade physicians and parents in all cities to give crippled, tuberculous children a happy time and fresh air, night and day, winter and summer—sea air, wherever practicable.

WE NEED:

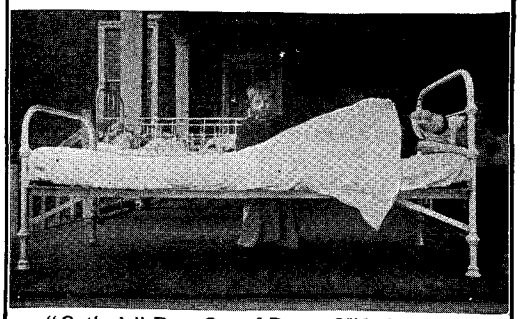
$10,000 to keep the "fires burning" at Sea Breeze until the first American Seaside Hospital for Crippled Children is built;

$73,000 to complete the fund of $250,000 for that hospital;

Your personal co-operation in preventing the further crippling of helpless children.

Robert Shaw Minturn, Treasurer, 105 East 22d St., New York City, will gladly send information and acknowledge gifts.

NEW YORK ASSOCIATION FOR IMPROVING THE CONDITION OF 1843 THE POOR 1906



"Outlook" Boy, Out of Doors, Midwinter 1906

Sea Breeze Substitute for Hospital Wards

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The man who buys his cigars by the hundred should get them at wholesale price.

I have always contended that smokers who buy their cigars in wholesale quantities should be able to buy them at wholesale prices. Retailers' prices are based upon selling cigars one at a time, yet it takes no longer to sell a box than to sell one.

Shivers' Panatela
EXACT SIZE AND SHAPE

The retailer sometimes makes a slight reduction to the box buyer, thereby acknowledging that the box buyer shouldn't pay as much per cigar as the single cigar buyer, but the retailer cannot sell at the flat wholesale price, because that would leave no profit for him.

The manufacturer who sells the cigars to the retailer cannot sell to the consumer at wholesale prices, because that would get him in trouble with the retailer.

I occupy a unique position.

I am a manufacturer of cigars and do not seek the retailers' trade, and while I sell to some dealers and many Clubs, they pay exactly the same for them that every one else does. There are no discounts for any quantity or to any one.

MY OFFER IS:—I will, upon request, send one hundred Shivers' Panatela Cigars on approval to a reader of The Outlook, express prepaid. He may smoke ten cigars and return the remaining ninety at my expense, if he is not pleased with them; if he is pleased, and keeps them, he agrees to remit the price, $5.00, within ten days.

The fillers of these cigars are Clear Havana of good quality—not only clear, but long, clean Havana—no shorts or cuttings are used. They are hand made, by the best of workmen. The making has much to do with the smoking qualities of a cigar. The wrappers are genuine Sumatra.

Simply enclose business card, or give personal references, and state whether mild, medium or strong cigars are wanted.

I make this offer so broad and plain because my experience is that I can make my business grow very rapidly by adding a few new customers daily to my list.

HERBERT D. SHIVERS

913 Filbert Street, Philadelphia, Pa.

Name.....

Address.....

If you wish to receive a copy of the book mentioned in this advertisement, write your name and address in the space above, tear off this corner and mail to **Battle Creek Sanitarium Co., Ltd., 22 Ohio Hall, Battle Creek, Mich.**

CUT OUT HERE

If we could convince you in this ad. of the value to YOU of our *Free* new book, "THE BATTLE CREEK IDEA," you would be glad to pay $10.00 for it.

This book is valuable because it shows you how to be well and strong without taking drugs or medicines.

All it costs you, however, is the price of a stamp—we send it absolutely free.

If the attainment or retention of your own good health—and the good health of those dear to you—is worth a postal, send us one to-day (or use above coupon), *and we will forward the book promptly.*

You do not obligate yourself in any way by answering this advertisement. You are neither required to buy anything nor to promise anything. All we ask is that you read the book carefully.

It tells how you can live, in your own home, without disturbing your daily routine in any way, a sane, healthful life—the life that has *restored thousands to health at the famous Battle Creek Sanitarium.*

It is now recognized that nine-tenths of all diseases are caused by improper diet.

You eat disease; and you eat health. It is all in the choice of foods. "The Battle Creek Idea" will tell you how to choose right, so as to get and keep good health.

If the health is worth having, the book is worth asking for to-day. Address

The Battle Creek Sanitarium Co., Ltd., 22 Ohio Hall, Battle Creek, Mich.

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(Established 1879)

"Cures While You Sleep"

Whooping-Cough, Croup, Bronchitis, Coughs, Diphtheria, Catarrh

Confidence can be placed in a remedy which for a quarter of a century has earned unqualified praise. Restful nights are assured at once.

Cresolene is a Boon to Asthmatics

ALL DRUGGISTS

Send Postal for Descriptive Booklet

Cresolene Antiseptic Throat Tablets for the irritated throat, at your druggist or from us. 10c. in stamps.

The Vapo-Cresolene Co., 180 Fulton St, N. Y.

Leeming-Miles Bldg., Montreal, Canada

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More Money Than Most Men Make

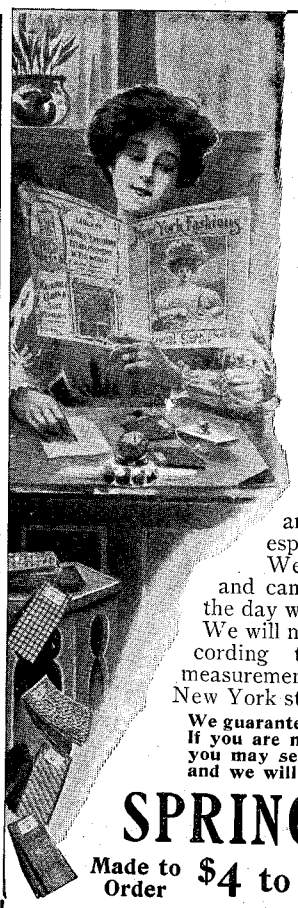
One woman on our sales force recently received our check for $1,810.00 as the result of a few months' pleasant and agreeable industry. Another received $1,325.00 for her work during the same period. One of our salesmen at the same time had a credit of $1,950.00; another had $1,004.00.

We offer you independence and an income limited by nothing but your own energy and industry. You make a large commission on every new sale and every renewal on each magazine. And sales for both periodicals are counted in the distribution of $5,000.00 in sums of $500.00 downward each month.

We want to be personally represented in reaching the people of your town and vicinity. We want you to help us and we will co-operate with you to better yourself.

Write us about our new plan and its profits.

THE CURTIS PUBLISHING COMPANY
1184 E Cherry St., Philadelphia, Pa.



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With them you can choose, **in your own home,** the style and fabric for your new suit or skirt with as much satisfaction as though you came to New York.

Our Fashion Book illustrates over **185** New York styles. It is a perfect guide to correct dressing.

All our **450** fabrics are new and designed especially for this season We have over 600 tailors, and can start your garment the day we receive your order. We will make the garment according to your individual measurements and in the latest New York style.

We guarantee to fit you perfectly. If you are not entirely satisfied, you may send back the garment and we will refund your money.

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Shirt-Waist Suits, $6.00 to $20
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Separate Skirts, $3.50 to $15
Silk Coats, $9.75 to $20
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Also a full line of the new "Pony" Coat Suits, Sailor Suits and demi-tailored Gowns

WE MAKE ALL THESE GARMENTS TO ORDER ONLY

We prepay express charges on these garments to any part of the United States, which means a big saving to you.

WE SEND FREE to any part of the U. S. our new **Spring and Summer Book of New York Fashions,** showing the latest styles and containing simple directions for taking measurements correctly; also a large assortment of Samples of the newest materials.

Write to-day; you will receive them by return mail.

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119 and 121 West 23d Street, New York

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Dust, Dirt and Germs

are best removed from floors by first sweeping with a cloth-covered broom moistened with water containing just a little

Platt's Chlorides,

The Odorless Disinfectant.

A colorless liquid; powerful, safe and economical. Instantly destroys foul odors and disease-breeding matter. Specially prepared for household use. Sold only in quart bottles, by druggists everywhere. An illustrated booklet with valuable sanitary information mailed free. Address Henry B. Platt, 42 Cliff Street, N. Y.

Dusty or damp corners and cracks—nooks behind plumbing and all spots that can't be reached by the scrubbing brush, should be freely sprinkled with a mixture of one (1) part Platt's Chlorides and ten (10) parts of water, by means of a whisk-broom.

NO TOILET ARTICLE EQUALS

HOLMES' TRADE FROSTILLA FRAGRANT
CHAPPED HANDS CURES CHAFING &c. MARK.

FOR YOUR BATH ROOM

Apply it to your hands after washing, while still wet, rub thoroughly and then wipe dry with towel. You can keep them soft as velvet in this way in Winter or Summer. There is nothing so good for the face after shaving. Use nothing but plain water and FROSTILLA before wiping. It works like a charm.

SOLD EVERYWHERE

If your dealer has not got it, send 25 cents for a bottle by mail postpaid.

CLAY W. HOLMES, Elmira, N. Y.

NOTICE TO Intending Investors

Our company has issued a booklet in which are published copies of letters written by prominent Merchants, Manufacturers, Clergymen, Physicians, and Professional men in all parts of the country, in testimony of the business methods of the Industrial Savings and Loan Company.

These letters were not written *TO* us but to third parties *ABOUT* us in answer to inquiries made to them by people who wished to invest with us—and who did on the strength of the assurances contained in said letters—and afterwards were kind enough to forward to us the letters which so favorably impressed them.

This booklet will be sent to all persons interested in placing their savings where they will bear good earnings and be free from speculation.

Our Company pays

5% PER YEAR

on your savings, which will bear earnings for every day in our care Start at any time, withdraw at your pleasure. Earnings remitted semi-annually by check or compounded. Our business is conducted under the supervision of the New York Banking Department, by whom it is regularly examined.

Write to-day for booklet and full information.

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Assets . . . $1,750,000

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CALOX The Oxygen Tooth Powder

Imparts a sense of freshness and purity only possible as the result of a chemically clean mouth.

The Oxygen does it

Sample for several days' trial sent free on application.

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600 Apartments and Self-contained Suites. Efficient Service. Excellent Cuisine. Good Music. Convenient to Shops and Theaters. Within 5 minutes of Buckingham Palace, Westminster Abbey, Houses of Parliament, Westminster Cathedral—and other points of historic interest. Public Drawing Rooms, Music Room, Library, Smoking Rooms, Cosy Corners, and Magnificent Lounge. Reasonable prices. Restful surroundings and perfect appointments. For descriptive booklet, address Town & Country, 289 Fourth Ave., N. Y.

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